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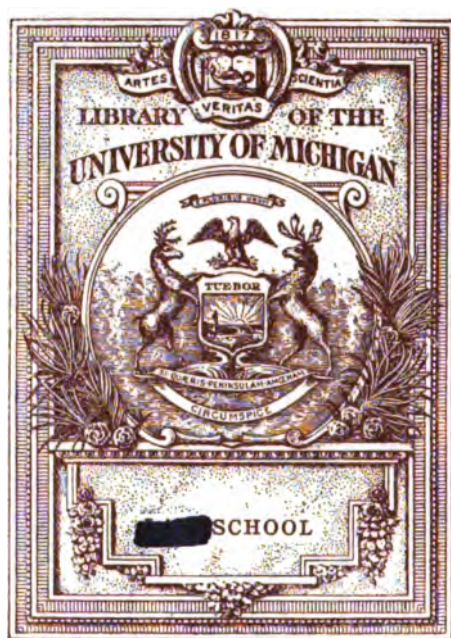
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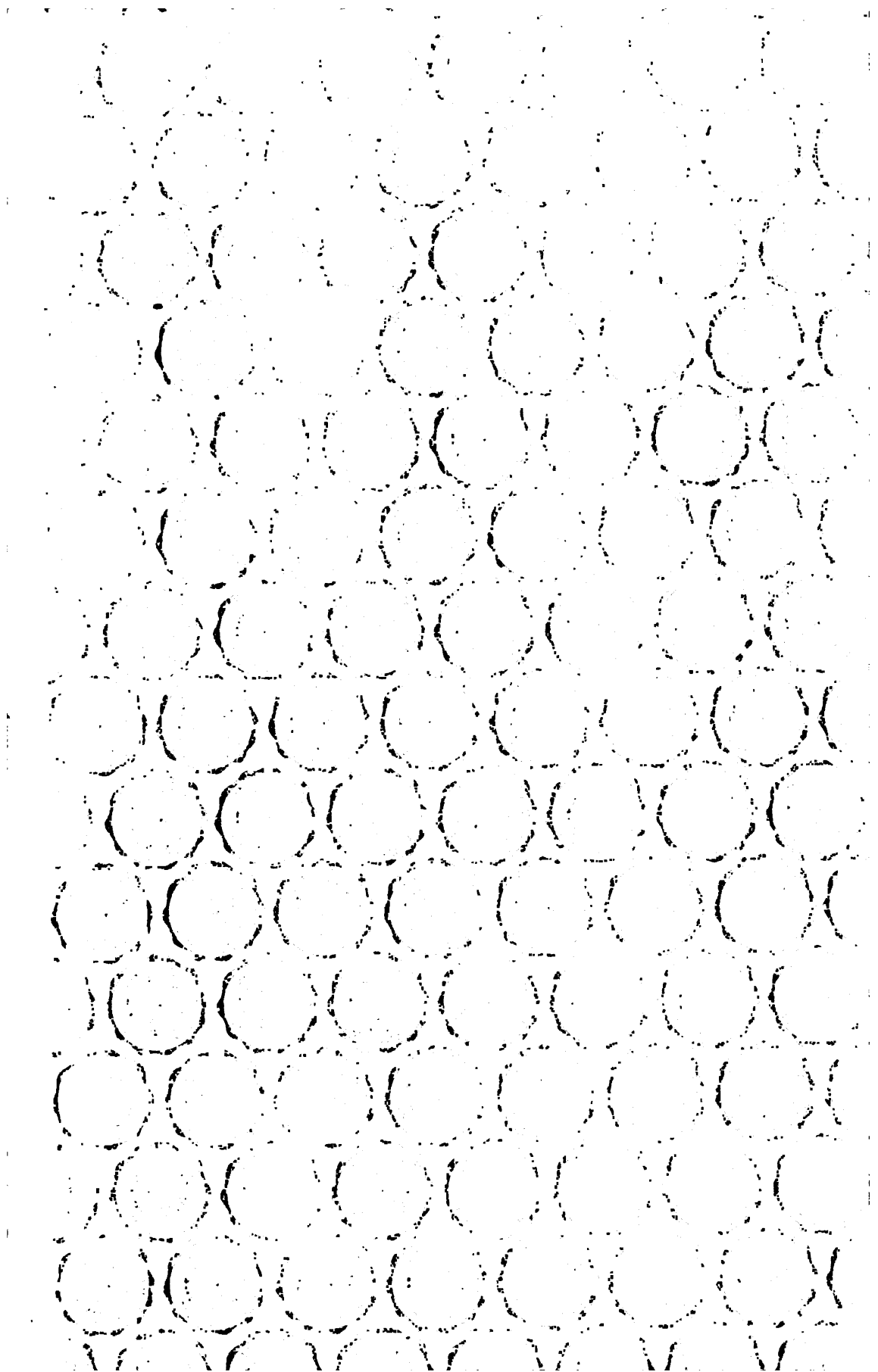
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DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1891, TO 30th JUNE, 1892

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES
OF CANADA, CHAPTER, 37, SECTION 28

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY
1898

[No. 9—1898.] *Price 20 cents.*

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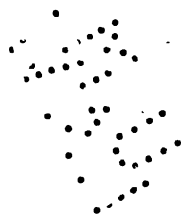
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*To His Excellency the Lord Stanley of Preston, P.C., G.C.B., &c., &c.,
Governor-General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals of the Dominion of Canada, for the past fiscal year from the 1st of July, 1891, to the 30th of June, 1892.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Canals.

OTTAWA, February, 1893.

105600

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REPORT.

1891-92.

TO HIS EXCELLENCY

THE LORD STANLEY OF PRESTON,
Governor-General.

MAY IT PLEASE YOUR EXCELLENCY,—I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended 30th June, 1892.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers of the Department, are given in Appendices.

Attached hereto (Appendices Nos. 1, 2 and 3) will be found statements showing the amounts expended during the past fiscal year in construction, repairs and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, on each of the Government railways, and on the Canadian Pacific Railway so far as the Government is concerned; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the Federal Government, and others towards the construction of which subsidies have been authorized.*

There is prepared by this department, and laid before Parliament annually, a special statistical report, embodying returns made by Canadian railway companies, as required by statute. This report gives information as to railroad operations in Canada, including the Government roads.

The following general facts gathered from this compilation, being returns made for the fiscal year ended on the 30th of June, 1891, the last issued, will be of interest.

The number of railways, including the Government roads, in actual operation (embracing under one head all amalgamated lines), was 76. The number of miles

*It should be observed that while the usual reports furnished by the superintending officers, and to be found in the appendices hereto, deal with the fiscal year only, the Chief Engineer of Government Railways has reported dealing with certain matters under his charge up to the 30th of September, 1892, and the General Report contains information on points of interest relating to subsidized lines of railway up to the end of December, 1892.

of railway completed was 14,633 (besides 1,665 miles of sidings), of which 13,869 were laid with steel rails. There were 14,009 miles of railway in actual operation. The paid up capital amounted to \$816,622,758. The gross earnings of all these railways amounted to \$48,192,099, and their working expenses to \$34,960,449, leaving the amount of the net earnings \$13,231,649. The number of passengers carried was 13,222,568, and 21,753,290 tons of freight were conveyed over these roads. The total number of miles run by trains was 43,399,178.

The following list shows the total amount, charged to Capital Account, expended by the Government for construction of Railway Works, embracing the period prior to Confederation and extending down to the 30th of June, 1892 :

Intercolonial Railway.....	\$47,156,132 63
(a) Eastern Extension Railway.....	1,324,042 81
(a) Oxford and New Glasgow Railway.....	1,825,192 14
(a) Montreal and European Short Line Railway.....	333,924 73
(a) Cape Breton Railway.....	3,641,131 19
(b) Carleton Branch Railway.....	88,410 48
Prince Edward Island Railway.....	3,750,565 38
Canadian Pacific Railway—Works built by the Government and transferred to the Canadian Pacific Railway Company	30,404,577 65
Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c.....	6,639,581 43
Annapolis and Digby Railway.. ..	614,789 27
	<hr/>
	\$95,778,347 71

SUBSIDIES TO RAILWAYS.

Canadian Pacific Railway.....	\$25,000,000 00
(c) Canadian Pacific Railway Extension to Quebec.....	1,500,000 00
(d) Canada Central Railway.....	1,525,250 00
(e) Other Railways	9,695,108 27
	<hr/>
	\$133,498,705 98

This amount does not include the annual subsidy of \$186,600 payable for 20 years to the Atlantic and North-west Railway Company ; nor the annual payment of \$119,700 to the Provincial Government of Quebec, being 5 per cent on the sum of \$2,394,000 granted by 47 Vic., ch. 8 (1884), for the line between Ottawa and Quebec. Both these items are dealt with by the Finance Department.

CANADIAN TRANSCONTINENTAL RAILWAY COMMUNICATION.

HALIFAX OR ST. JOHN TO MONTREAL.

The routes available between Halifax and Montreal are four in number ; in all of which the Intercolonial is used, either in whole or in part, as follows : (The names adopted are those of the dominating roads) :—

- (a) Now included in the Intercolonial Railway system.
- (b) To be transferred to the Corporation of St. John, N.B.
- (c) Of this, \$970,000 was expended in the purchase of bonds of the road, which were subsequently cancelled under the Act 54-55 Vic., ch. 11.
- (d) Including \$85,250 refunded to the Town of Pembroke.
- (e) Including value of old rails transferred, \$152,305.20

Intercolonial Railway Route—

	Miles.
By Intercolonial Railway to Point Lévis.....	675
Grand Trunk Railway to Montreal.....	173
	<hr/> 848
(Or by ferry across the St. Lawrence to Quebec, thence by North Shore Railway, C.P.R., also 173 miles).	

Canadian Pacific Railway Route—

	Miles.
By Intercolonial Railway to St. John, N.B.....	275
New Brunswick Railway and Maine Central Rail- way to Muttawamkeag.....	146
Canadian Pacific Railway to Montreal.....	334
	<hr/> 755

Grand Trunk Railway Route—

	Miles.
By Intercolonial Railway to St. John, N.B.....	275
New Brunswick Railway.....	90
Maine Central Railway.....	224
	<hr/> 589
Total up to Danville Junction.....	589
By Grand Trunk Railway to Montreal.....	270
	<hr/> 859

Témiscouata Railway Route—

	Miles.
By Intercolonial Railway to St. John	275
New Brunswick Railway to Edmundston	170
Témiscouata Railway to Rivière du Loup.....	81
Intercolonial Railway to Lévis.....	115
Grand Trunk Railway to Montreal.....	173
	<hr/> 814

MONTREAL TO THE PACIFIC COAST.

CANADIAN PACIFIC RAILWAY.

NOTE.—A somewhat detailed statement of the Government transactions with this company will be found in the Annual Report of this department for the year 1887.

Trunk Line.

	Miles.
Quebec to St. Martin's Junction (13 miles north of Montreal)	159
<hr/>	
Montreal (at the head of Atlantic Ocean navigation) to St. Martin's Junction.....	13
St. Martin's Junction to Callander.....	331
For this portion the Company were subsidized direct by the Govt. under their contract.	{ Callander to Port Arthur..... 649
	{ Port Arthur to Red River (opposite Winnipeg)... 428
	{ Red River to Savona's Ferry..... 1,257
	{ Savona's Ferry to the waters of the Pacific Ocean at Port Moody..... 213
	<hr/> 2,547
Port Moody to Vancouver on Burrard Inlet.....	15
<hr/>	
Total, Montreal to Vancouver, Burrard Inlet.....	2,906
<hr/>	

This railway was opened for through traffic on the 28th of June, 1886.

By the Act 51 Vic., c. 32, approval and ratification were given to a certain agreement dated the 18th of April, 1888, provisionally made between the Government and the company, whereby the restrictions contained in Article 15 of the original agreement for the construction of the road, barring the Dominion Parliament for twenty years from authorizing the construction of railways south of the Canadian Pacific Railway from any point at or near that road, except those running south-west, were removed. By this agreement, the Government undertook to guarantee the payment of interest at $3\frac{1}{2}$ per cent on an issue of the company's bonds to the extent of fifteen million dollars, running for a term not exceeding fifty years; the unsold lands of the company's subsidy, estimated at nearly fifteen million acres, to form the security for such bonds. The arrangements contemplated by this agreement are being carried out by the Department of Finance. A deed of mortgage in favour of special trustees, one of whom is the Minister of Finance, has been executed under date the 2nd of June, 1888, having previously been approved by an Order in Council of the 1st of that month, being a mortgage of the said unsold lands of the company's subsidy, amounting to 14,934,238 acres, and constitutes the said security.

By the Act passed in 1891, 54-55 Vic., ch. 11,* respecting the North Shore section of the Canadian Pacific Railway, authority was given, subject to certain provisions, for the cancellation of the mortgage bonds of the North Shore Railway, which, to the value of \$1,108,626, had been purchased by the Government for the sum of \$970,000 (part of a sum of \$1,500,000 voted by Parliament in the years 1884 and 1885 to secure to the port of Quebec free access for the trains and traffic of the Canadian Pacific Railway) and for discharging that company from all liability in respect of such bonds. The conditions under which this action might be taken were, as stated in the Act, that the company should execute a deed of agreement binding itself to complete and provide, with all due diligence, the following works and improvements, namely:—

“Rolling stock, including sleeping cars, day coaches, baggage, mail and express cars, locomotives and freight cars, of a standard equal to that used on other portions of the company's railway system, involving an outlay of about three hundred and fifty thousand dollars.

“Improvements over the whole line between St. Martin's Junction and the city of Quebec, of such a character as to bring that section up to the highest standard of the other Canadian Pacific sections, including additional accommodation for passengers at nearly every station, and increased space for the handling of freight, the lengthening of platforms and sidings, the furnishing of new sidings for the development of stone, lumber and other traffic, the substitution of iron for wooden bridges on the line of the North Shore Railway, and the construction of the following specific works, that is to say:—

- (1.) In the City of Quebec:
 - (a.) One grain elevator;
 - (b.) One flour shed;
 - (c.) Such local improvements and facilities as are necessary for the handling of the traffic of that city;

(2.) In Three Rivers :

- (a.) One grain elevator ;
- (b.) Improvements over the loop line ;
- (c.) Improvements on the Piles Branch ;

" The said improvements over the whole line involving an outlay of about three hundred thousand dollars, in addition to the said outlay on rolling stock ;

" The whole to be completed to the satisfaction of the Minister of Railways and Canals."

In pursuance of this Act, and on application by the company, an Order in Council was passed on the 14th of December, 1891, reciting the facts of the case, and approving of the execution of a draft agreement, by which the company binds itself to carry out the improvements called for by the Act, expending the moneys thereon as follows :—

" At least two hundred thousand dollars (\$200,000) during the year ending on the first day of April, A.D. 1893, an aggregate of at least three hundred and fifty thousand dollars (\$350,000) to the end of the year ending on the first day of April, A.D. 1894, and an aggregate of at least five hundred thousand dollars (\$500,000) to the end of the year ending on the first day of April, A.D. 1895, and an aggregate of at least six hundred and fifty thousand dollars (\$650,000) to the end of the year ending on the first day of April, A.D. 1896, subject to such extension in respect of any repairs or renewals for which the necessity has not arisen as may be granted by His Excellency the Governor in Council."

On the 22nd of December, 1891, the agreement so authorized was duly signed.

In the agreement dated the 20th of November, 1886, and executed under an Order in Council of the 2nd of that month, which constituted the basis of the final settlement of matters between the Government and the company prior to the transfer of the road to them, a special provision was inserted, in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over ; the company accepted the same, " subject to the adjustment and correction by the Government of any defects or deficiencies in the construction thereof, if any, according to the specifications and conditions of the contracts therefor, except in so far as the same were modified by the Government prior to 21st October, 1880."*

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th January, 1888. The arbitrators made their award, and it was furnished to the Government in October, 1891, the amount fixed thereby as payable by the Government to the company being \$579,255.20, the amount claimed by the company having been \$12,000,000. This award, in effect, represents the value of work which the arbitrators find the Government should have performed on the sections of the road in British Columbia constructed by it. The amount so awarded was to be expended under the supervision of an officer of the Government, for the improvement of the railway in certain specified directions.

There remain still to be dealt with by the arbitrators two unimportant claims in respect of steel rails.

* The date of the company's contract.

The award included the sum of \$202,675.20 for works executed during the progress of the arbitration, leaving the balance, \$376,580, to cover work remaining to be done.

The total value of the work so executed up to the 31st of August last, as returned by the Government officer in charge, is \$319,757.74, leaving the sum of \$259,497.46 still to be expended.

The company, in addition to the above, are making heavy permanent improvements throughout in the substitution of solid embankments and steel structures for wooden trestle bridges, the construction of retaining walls, the reduction of grades and the laying of heavier steel rails.

It should be noted that for the year ended on the 30th of June, 1892, the company had under traffic 5,767 miles of railway, and that its gross receipts were \$21,032,120.13 as against \$18,672,174 the previous year. The total for working expenses was \$12,654,498.42, making the net earnings \$8,377,621.71.

GOVERNMENT RAILWAYS IN OPERATION.

During the fiscal year 1891 certain new railway works built by the Government were first operated for traffic, and by a special Act, 54-55 Vic., ch. 50, were, together with the "Eastern Extension" section, embodied in the Intercolonial system. These additions were as follows:—

Oxford Junction to Brown's Point Junction and Pugwash, 72½ miles, opened on the 15th of July, 1890; (constructed as a part of the Intercolonial Railway under the Act 50-51 Vic., ch. 27), and the Cape Breton Railway, of which the portion from Point Tupper to Grand Narrows, 46 miles, was put under traffic on the 1st of January, 1891, and the portion from Grand Narrows to Sydney and North Sydney, and a connection with the International Coal Company's Railway at Sydney, 52½ miles, was opened on the 24th of November, 1890.

The several lines maintained by the Government during the past fiscal year, ended the 30th June, 1892, were:—

	Miles.
The Intercolonial.....	1,142
do wharf branches.....	12½
	— 1,154½
Windsor Branch (maintained only).....	32
Prince Edward Island Railway.....	211
	—
Total mileage length.....	1,397½

The through ocean mail line from Point Lévis, opposite Quebec, to Halifax, is 675 miles in length.

Details respecting these railways and their operations will be found in Appendices Nos. 4 and 4a, containing reports from the Chief Engineer and General Manager, and from the Chief Superintendents and other officials of these roads:—

The general revenue accounts for 1891-92 show the following as the financial position of these roads for the past fiscal year and the average mileage :—

—	Average mileage of the year.	Working expenses.	Earnings.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Intercolonial, including the Eastern Extension the Oxford and New Glasgow and the Cape Breton Railways.....	1,142	3,439,377 00	2,945,441 97	.....	493,935 03
Windsor Branch (earn- ings, one-third of en- tire receipts; expend- iture on maintenance.)	32	19,514 37	33,508 85	13,994 48	
Prince Edward Island..	211	289,706 38	157,442 69	.....	132,263 69
				13,994 48	626,198 72
					13,994 48
Total average mileage..	1,375	... ..	Net loss.....		612,204 24

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney. The following list shows its through lines and branches, in sequence—commencing from the west. Connection is made with the Grand Trunk Railway at Chaudière Junction and with the Canadian Pacific Railway at Quebec (by ferry from Lévis).

The total length of the road (including wharf and freight branches) is 1,154½ miles.

	Miles.
Chaudière Junction to Lévis.....	8
Lévis to St. Charles Junction.....	14
Chaudière Junction to St. Charles Junction.....	17
St. Charles Junction to Dalhousie Junction..	299
Dalhousie Junction to Dalhousie (Dalhousie Branch).....	7
Dalhousie Junction to Derby Junction.....	101
Derby Junction to Indiantown (Indiantown Branch).....	14
Derby Junction to Moncton.....	75
Moncton to ST. JOHN.....	89
Moncton to Painsec Junction.....	7
Painsec Junction to Pointe du Chêne (Shediac Branch).....	11
Painsec Junction to Oxford Junction.....	71
Oxford Junction to Pugwash Junction)	15
Pugwash Junction to Pugwash.....	5
Pugwash Junction to Brown's Point. }	52
Brown's Point to Pictou	2

Oxford Junction to Truro.	.....	46
Truro to Richmond.....	/	61
Richmond to Dartmouth (Dartmouth Branch).....		5
Richmond to HALIFAX.....		1
Truro to Stellarton Junction.....		41
Stellarton Junction to Brown's Point.....		12
Stellarton to New Glasgow.....		2
New Glasgow to Pictou Landing.....		8
New Glasgow to Port Mulgrave.....		80
Ferry to Point Tupper.	.....	1
Point Tupper to North Sydney Junction.....		79
North Sydney Junction to { NORTH SYDNEY		5
{ SYDNEY.....		13

Wharf and Freight Branches.

	Miles.
Rimouski to wharf.....	2
Newcastle, N.B., to deep water wharf.....	2
Dorchester to shipping wharf.....	1
Sackville to shipping wharf.....	0.5
Stewiacke to wharf.....	1
Rivière du Loup town to wharf.....	4
Courtney Bay to wharf.....	1
Branch to Halifax cotton factory.....	1
	<hr/>
	12.5

'The following are the through distances:—

	Miles.
Lévis (opposite Quebec) <i>viâ</i> St. Joseph & St. Charles Junction (14 miles) to Halifax.....	675
Lévis (opposite Quebec) <i>viâ</i> St. Joseph & St. Charles Junction (14 miles) to St. John.....	578
Lévis (opposite Quebec) <i>viâ</i> Truro { to Sydney.....	827
{ to North Sydney.....	820

NOTE.—At Lévis, passengers make connection with the Canadian Pacific Railway and with the Grand Trunk Railway. Freight is carried direct along the old main line between Chaudière Junction and St. Charles Junction (17 miles), instead of round by Lévis to St. Charles Junction, a total distance of 24 miles.

Traffic connection is made with other railways, as follows:—

At Lévis.....	with the Canadian Pacific Ry.
Lévis.	do Grand Trunk Ry.
Lévis.....	do Quebec Central Ry.
Chaudière Junction....	do Grand Trunk Ry.
St. Henri.....	do Quebec Central Ry.
Rivière du Loup	do Temiscouata Ry.
Metapediae.....	do Baie des Chaleurs Ry.
Gloucester Junction....	do Caraquet Ry.
Indiantown.....	do Canada Eastern Ry.
Chatham Junction.....	do Canada Eastern Ry.
Kent Junction.....	do Kent Northern Ry.

Salisbury	with the	Salisbury and Harvey Ry.
Petticodiac	do	Elgin, Havelock Ry.
Norton	do	Central Ry. of New Brunswick.
Hampton	do	Central Ry. of New Brunswick.
St. John.....	do	Canadian Pacific Ry.
Buctouche Junction....	do	Buctouche and Moncton Ry.
Sackville.....	do	New Brunswick and Prince Edward Ry.
Maccan.....	do	Joggins Ry.
Spring Hill Junction...	do	Cumberland Coal and Ry. Co.
Salt Springs Junction..	do	Spring Hill and Oxford Ry.
Windsor Junction.	do	Windsor and Annapolis Ry.
Ferona Junction.....	do	New Glasgow Iron, Coal and Ry. Co.
Sydney	do	International Coal Company's Ry.

Capital Account.

The total cost of the whole road as amalgamated under the Act 54-55 Vic., ch. 50 (1891), up to the 30th June, 1891, was.....	\$53,629,714 81
The additions during the fiscal year ended 30th June, 1892, details and explanations of which will be found in the report of the Chief Superintendent(Appendix 4a, p. 44)amounted to.....	320,218 84
Making the total expenditure chargeable to "capital" up to the 30th June, 1892.....	<u>\$53,949,933 65</u>

The additions of the year included \$10,297.65 for the train ferry between the mainland and Cape Breton; \$48,745.23 expended on construction account of the Oxford and New Glasgow Railway; \$89,639.31 similarly expended on the Cape Breton line; \$79,960.42 in the acquisition of property at St. John for increased accommodation; \$45,171.27 for the settlement of land claims on the St. Charles Branch, and \$22,026.25 in fitting the automatic air brake to freight cars and locomotives and in supplying steam heating apparatus to rolling stock.

Revenue Account.

The gross expenditure for the year was.....	\$ 3,439,377 00
The earnings were	2,945,441 97
Excess of expenditure over earnings.	<u>\$ 493,935 03</u>

Compared with the previous year, 1890-91, the earnings were as follows:—

Passenger traffic, 1890-91.....	\$ 962,316 88
do 1891-92.....	961,427 94
Decrease.....	\$ 888 94
Freight traffic, 1890-91.....	\$ 1,854,629 88
do 1891-92.....	1,803,529 03
Decrease.....	<u>\$ 51,100 85</u>

DEPARTMENT OF RAILWAYS AND CANALS.

Mails and sundries, 1891-92.....	\$	180,485 00
do 1890-91.....		160,448 62
Increase	\$	20,036 38
Gross earnings, 1890-91.....	\$	2,977,395 38
do 1891-92.....		2,945,441 97
Decrease.....	\$	31,953 41

The number of passengers carried compares with the previous year as follows:—

1890-91.....	1,298,304
1891-92	1,297,732
Decrease.....	572

The quantity of freight carried compares with the previous year as follows:—

	Tons.
1890-91.....	1,304,534
1891-92.....	1,264,575
Decrease.	39,959

The value of stores, including fuel and steel rails, on hand at the end of the fiscal year 1891-92, was \$723,864.62. Of this amount, old material to the value of \$131,482.03 was for sale.

In the subjoined reports of the Chief Engineer and General Manager of Government Railways, the Chief Superintendent of the Intercolonial Railway, the Accountant of the railway and the head officers of the several departments which compose it, will be found statistical and other detailed information.

The following will show certain of the more important features of operation compared with the previous year:—

	1890-91.	1891-92.
The average number of miles in operation was.....	1,094	1,142
The number of miles run by engines.	6,080,791	5,641,888
do do trains.....	5,027,791	4,703,151
do do cars	56,492,801	51,940,141

The percentages earned by the several classes of traffic were as follows, compared with the previous year:—

	1890-91.	1891-92.
Passenger traffic percentage.....	32·32	32·64
Freight do do	62·29	61·23
Mails and sundries.....	5·39	6·13
	100	100

	1890-91.	1891-92.
The expenses as per mile run by engines amounted to.....	60·23 cts.	60·96 cts.
The expenses as per mile run by trains amounted to	72·84 cts.	73·13 cts.
The expenses as per mile of railway amounted to.....	<u>\$3,347 66</u>	<u>\$3,011 71</u>

GENERAL OBSERVATIONS.

Compared with the traffic of the previous year, the following are the results in specific features: The number of passengers carried was 1,297,732, a decrease of 572. Of barrels of flour there were carried 904,015, a decrease of 59,114; of grain, 3,776,677 bushels, an increase of 885,756. Of this quantity 1,265,497 bushels were carried to Halifax for shipment, an increase of 1,047,160 bushels; of lumber, 175,-474,340 feet, a decrease of 8,713,984; of live stock, 87,889 head, a decrease of 7,640; of coal from the Nova Scotia collieries the total quantity carried was 433,806 tons, a decrease of 64,232 tons. Of this, 392,441 tons were carried to local stations, the balance, 41,365 tons, going west; of sugar, raw, 21,637 tons, an increase of 3,664 tons; refined, 32,721 tons, an increase of 16,127 tons; of fresh fish, 3,660 tons, a decrease of 3,005 tons; salt fish, 4,763 tons, a decrease of 2,343 tons.

The grain traffic showed a great increase during the past year, but the rate charged, $\frac{1}{10}$ of a cent per ton per mile, does not pay the cost of transportation, especially in the winter season. The increase was in the items, oats, barley, and peas for shipment at Halifax. The present facilities for storage are inadequate to meet the requirements of the rapidly growing trade.

The application of the system of steam heating for passenger trains, direct from the locomotive, has been further extended, as also the application to freight trains of the Westinghouse automatic air brake.

The substitution of 67 lb. steel rails for the lighter rail has been carried out during the year over 43 miles of this railway.

A severe storm carried away about 1,000 feet of the trestle bridge which crosses the "Narrows," at Halifax harbour, stopping railway communication with Dartmouth. The work has been rebuilt at a cost of \$32,000. The trestle work on the deep water wharf, at Halifax, was also destroyed by the same storm.

In consequence of the mildness of the winter, the cost of snow clearing was considerably less than usual, and the traffic was seldom delayed.

The road and its equipment have been maintained in an efficient manner.

By a thorough revision of the operations of the railway and its staff, it has been found practicable to make a considerable reduction in its expenditure without detriment to its effective working. The measures adopted in this view have been satisfactory, and the loss on the year's operations, instead of being greater than last year, is less by \$155,170.93, notwithstanding the reduction in the earnings of the road.

Details and statements relating to maintenance, operation and traffic will be found in the appendices, which contain the reports of the chief engineer, the chief

superintendent and other officers. (See Appendix No. 4a, p. 32, and following pages.)

WINDSOR BRANCH.

This road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The Windsor and Annapolis Railway Company operate this line. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them for such purpose; the Government taking the remaining one-third, and assuming all costs of maintenance of the road and works.

The agreement, dated the 21st of September, 1871, as to traffic arrangements and running powers over the trunk line between Windsor Junction and Halifax, and the use of the Windsor Branch, contained the following provisions as to time of enjoyment, and renewal of same:

"21. This agreement shall take effect on the first day of January, 1872, and continue for 21 years, and be then renewed on the same conditions, or such other conditions as may be mutually agreed to."

Under date the 19th of November, 1892, an Order in Council was passed authorizing, for a further term of 21 years, arrangements with the company which are practically the same as those now existing, and the agreement has been signed accordingly, under date the 13th of December, 1892.

All charges for superintendence and supervision of maintenance of works are borne by the Government, the duty of supervision being performed by the chief officers of the Intercolonial Railway.

The earnings and expenditure for the year ended the 30th June, 1892, were as follows:—

Proportion of one-third gross earnings credited to the branch	\$ 33,508 85
Expenditure for maintenance of way and works.....	19,514 37
Government profit.....	<u>\$ 13,994 48</u>

Government earnings, in comparison with those of the previous year:—

1891-92.....	\$ 33,508 85
1890-91.....	30,235 13
Increase.....	<u>\$ 3,273 72</u>

Expenditure in comparison with that of the previous year:—

1890-91.....	\$ 28,931 71
1891-92.....	19,514 37
Decrease.....	<u>\$ 9,417 34</u>

This road has been maintained in good order. Details will be found in the appendices. (See Appendix 4a.)

CARLETON BRANCH RAILWAY.

The road extends from Fairville, where it joins the line of the New Brunswick Railway Company, to Carleton, on the south side of the harbour of St. John, N.B., a distance of $3\frac{48}{100}$ miles.

By the Act 54-55 Vic., chap. 15, authority was given for the sale of this railway to the corporation of the city of St. John for the sum of \$40,000, under date the 20th of May, 1891, an Order in Council was passed authorizing the completion of the arrangements for the transfer. The road will be leased to the Canadian Pacific Railway for a term of 999 years. The deed of transfer has not yet been executed.

DIGBY AND ANNAPOLIS RAILWAY.

This link of the Western Counties Railway, forming part of that line, was completed by the Government and handed over to the company for operation on the 27th of July, 1891. By means of it, and of an arrangement made with the Windsor and Annapolis Railway Company, through communication can now be had between Yarmouth and Halifax without change of cars. The final statement of the cost of the work has not yet been issued, but the expenditure up to the 31st of August, 1892, was \$614,789.27.

The construction of this section by the Government has been carried on under the authority of the special Act 52 Vic., chap. 8 (1889), an appropriation of \$500,000 contingently granted by the Act 50-51 Vic., chap. 25, as a subsidy, having by such special Act been made available, and funds for further payments having been provided by special votes. The cost over and above the \$500,000 granted is a liability of the company towards the Government.

Further information on this matter will be found in the statements in this report respecting subsidized railways under the head of "Western Counties Railway Company."

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish.....	168
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse.....	13
Alberton to Cascumpec Wharf.....	1
	<hr/> 211

This railway was first opened for traffic on the 12th of May, 1875.

Capital Account.

The total cost of the road and equipment charge- able to capital account at the close of the fiscal year 1890-91 was	\$3,741,780 89
Expenditure during the fiscal year 1891-92.....	8,300 49
Total.....	<hr/> \$3,750,081 38

Revenue Account.

The working expenses and receipts for the year ended 30th of June, 1892, were :—

Gross expenditure.....	\$ 289,706 38
Gross earnings.....	157,442 69
Excess of expenditure over earnings.....	<u>\$ 132,263 69</u>

The gross earnings, compared with those of the previous year, were :—

1890-91.....	\$ 174,258 05
1891-92.....	157,442 69
Decrease.....	<u>\$ 16,815 36</u>

The gross expenditure, compared with that of the previous year, was :—

1891-92.....	\$ 289,706 38
1890-91.....	257,990 08
Increase.....	<u>\$ 31,716 30</u>

The engine mileage was :—

	Miles.
1890-91.....	335,202
1891-92.....	307,421
Decrease.....	<u>27,781</u>

The train mileage was :—

1890-91.....	272,475
1891-92.....	245,102
Decrease.....	<u>27,373</u>

The car mileage was :—

1890-91.....	1,420,428
1891-92.....	1,304,659
Decrease.....	<u>115,766</u>

The value of the stores on hand on the 30th June, 1892, including general stores, fuel, rails and old material, was \$98,358.49.

The number of passengers carried was 139,389, a decrease, compared with the previous year, of 6,119 ; and 51,065 tons of freight were carried, being a decrease of 8,446 tons.

The expenditure on capital account was incurred in connection with the removal of Summerside station and freight shed to another site, and the extension of the railway track to the Steam Navigation Co.'s wharf, at Charlottetown.

The falling off in the receipts is, in part, due to a reduced demand for farm produce, and to competition by steamers.

The increase of expenditure for the year is in part due to the fact that a cargo of steel rails which should have been laid in 1890-91 was lost by wreck, and consequently, the rails provided for that year were not laid until the year 1891-92, which, therefore, is charged with the new rail account of both years amounting to \$36,175.19.

Details of operations will be found in Appendix 4a.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Pointe du Chêne, between Charlottetown and Pictou, and between Georgetown and Pictou, and in winter by the specially-built steamer "Stanley" between Georgetown and Pictou, and between Charlottetown and Pictou; there is, also, further provision made for communication by ice-boats from Cape Traverse. These cross the Strait to Cape Tormentine, on the mainland, a distance of about 9 miles. Here, by the line of the New Brunswick and Prince Edward Railway, about 40 miles in length, connection is made with the Intercolonial Railway at Sackville. This winter service is conducted by the Marine Department, the mails being taken to and met at Cape Traverse by, if necessary, special trains.

GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the list of railways subsidized by Parliament. Appendix 20, p. 178.

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made in so far as the Dominion Government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy. Information has been brought down to the 31st of December, 1892.

Since the system of subsidy of railway enterprise was commenced, the following are the sums paid over, namely:—

For the fiscal year 1883-84, ended on June 30, 1884	\$	208,000	00
do 1884-85	do	1885	403,245 00
do 1885-86	do	1886	2,171,249 00
do 1886-87	do	1887	1,406,533 00
do 1887-88	do	1888	1,027,041 92
do 1888-89	do	1889	846,721 83
do 1889-90	do	1890	1,491,595 72
do 1890-91	do	1891	1,079,105 87
do 1891-92	do	1892	1,061,615 93
			<u>\$9,695,108 27</u>

Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1892, to the 31st December, 1892..... 262,561 07

Total payments to the 31st December, 1892.....\$9,957,669 34

The Canadian Pacific Railway is not included in the above, nor is the payment to the Canada Central, nor that to the Quebec Government for the line from Ottawa to Quebec, nor advances made on mortgage to the St. John Bridge Company, to the Albert Railway Company, and to the Fredericton and St. Mary's Bridge Company, nor the annual subsidy to the Atlantic and North-west Railway Company payable for 20 years. These matters are dealt with by the Finance Department.

The total number of companies to whom payments have been made on subsidy account up to the 31st December, 1892 (with the above exceptions), is 65.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the Government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been earned and paid prior to the 1st of July, 1891.

A tabulated statement of payments will be found in Appendix 3, page 20.

Albert Southern Railway Company.

(See Nos. 36 and 157.)

By the Act 47 Vic., chap. 8 (1884), a subsidy not exceeding \$51,200 was authorized towards the construction of a line from Hopewell (now called Albert) to Alma, N.B.

Under the authority of an Order in Council of the 8th of May, 1885, a contract for this work, namely, from Albert to the mouth of Salmon River, in the parish of Alma, was made with the Albert Southern Railway Company on the 23rd of that month, the line to be completed by the 1st of July, 1887. By an Order in Council of the 4th of April, 1887, the company were permitted to change their location, a route *via* Derry's Corner being adopted.

The balance of the subsidy, \$31,771.43, unpaid in 1889, lapsed, but was revived by the Act 52 Vic., ch. 3.

During the fiscal year 1891-92 the sum of \$18,960 was paid, making the total payments to the end of the fiscal year \$50,460, covering the whole distance from the junction with the Harvey Branch to the public wharf at Alma, 16 $\frac{23}{100}$ miles.

Baie des Chaleurs Railway Company.

(See Nos. 6, 42 and 158.)

This company was incorporated by the Provincial Act 45 Vic., ch. 53.

The Dominion Act 47 Vic., ch. 8, authorized the expenditure of \$300,000 (revoted in the year 1885) for the construction of a branch of the Intercolonial Railway, to extend for a distance of 20 miles eastward, from Metapediac towards Paspebiac.

Tenders for the work were received, but none of them coming within the limit of expenditure authorized by Parliament, an offer made by the Baie des Chaleurs Railway Company to build and operate this section as a part of their own road from Metapediac to Paspebiac for the amount, was accepted by an Order in Council of the 18th of September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the 1st of July, 1888, plans being furnished and the work supervised by the department.

By the Act 46 Vic., ch. 25 (1883) a subsidy had been authorized in favour of this company towards the construction of their said road; the limit fixed by the Act being \$3,200 a mile, for 100 miles, or a total of \$320,000.

Provision, however, having been made, as above stated, for the building of the first 20 miles of this distance, the contract entered into with the company, also on the 8th of November, 1885, as authorized by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 80 miles only. It contained a clause under which, subject to authorization from Parliament to that end, the portion, namely, \$3,200 a mile, applicable to the first 20-mile section of the road under the 100-mile subsidy of 1883, should be transferred to the second 20-mile section as an additional subsidy therefor, making the grant for such section \$6,400 a mile.

To this arrangement approval of Parliament was given, the two agreements above mentioned being ratified and confirmed by the special Act 49 Vic., ch. 17; the date for the completion of the road being fixed by the Act as the 1st of December, 1888, in place of the 25th of May, 1887, as contemplated by their agreement.

By the Railway Subsidy Act of 1889, 52 Vic., ch. 3, the balance, \$244,500, remaining unpaid of the subsidy mentioned in the Act 49 Vic., ch. 17, was granted to the company.

By authority of the same Act the subsidy applicable to the 30 miles between the 70th and the 100th mile was transferred to the section between the 40th and the 70th, making the grant for this section also \$6,400 a mile. The company undertook to construct the section from the 70th to the 100th mile without subsidy, and have deposited bonds to the value of £83,000 stg. as security to that effect.

For subsidy purposes the time for completion was extended by an Order in Council of the 14th of June, 1888, to the 1st of January, 1890.

Under date the 1st of June, 1891, an Order in Council was passed approving of the location of the section between the 60th and the 80th miles, and under date the 26th of October, 1891, a copy was furnished to the department of a contract made by the company for the construction of this section of road.

By the Act 54-55 Vic., ch. 97 (1891), the company was declared to be a corporation under the Parliament of Canada, and the time for completion of its railway was extended for charter purposes, namely, up to Paspebiac, to the 30th of September, 1893, and up to Gaspé Basin to the 30th of September, 1895.

The following shows the position of this subsidy:—

Original subsidy, granted in 1883, \$3,200 per mile,		
for 100 miles.....		\$320,000
Special vote, 1885		300,000
		<hr/> \$620,000
Actual present position :		
Miles.		
0 to 20—20 miles (special vote).....		\$300,000
20 do 40—20	\$6,400 per mile.....	128,000
40 do 70—30	\$6,400 do	192,000
70 do 100—30	Nil.....	.....
		<hr/> \$620,000

Total payments up to the close of the fiscal year 1889-90 covering the distance, 60 miles, up to the River Grand Cascapedia	524,175
Balance.....	<u>\$ 95,825</u>

Under date the 20th of November, 1892, the company have given notification that the portion of the railway between the 60th and 80th miles, is ready for inspection

No further payments have been made up to the 31st of December, 1892.

Beauharnois Junction Railway Company.

(See No. 102.)

By the Railway Subsidy Act, 50-51 Vic., ch. 25, the grant of a subsidy not exceeding \$96,000 was authorized in favour of the Beauharnois Junction Railway Company from St. Martin towards St. Anicet, the estimated distance being 30 miles.

On the 21st of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield, towards St. Anicet, the road to be completed by the 1st December, 1888. By the Order first named, approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway, at St. Martin, to Valleyfield, 19 $\frac{2}{3}$ miles. Up to the close of the fiscal year 1889-90 the total payments amounted to \$58,900. No further payment has been made up to the 31st of December, 1892.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Nos. 48, 181, 193, 240 and 267.)

By the Act 48-49 Vic., chap. 59 (1885), aid was granted to an extent not exceeding \$128,000 towards the construction of the portion between Brockville and Westport, about 40 miles, of the line of the Brockville, Westport and Sault Ste. Marie Railway.

Under the authority of an Order in Council of the 28th of April, 1886, a contract was made with the company on the 16th of July, 1886, the subsidized road to be finished by the 1st of August, 1889.

Under an Order in Council of the 26th of November, 1888, the sum of \$45,000 was paid. The balance of the subsidy lapsed on the 1st of August, 1889, but was revoted by the Act 53 Vic., ch. 2 (1890).

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy to the extent of \$64,000 was authorized for 20 miles of railway from Newboro' towards Palmer's Rapids. For this subsidy there was substituted, by the Act 54-55 Vic., ch. 8, one for the same amount, and for the same distance, 20 miles, but from a point "at or near Newboro' towards Palmer's Rapids," payment to be made on completion of each section of the railway as follows :—from, at or near Newboro' to Westport, 4 miles, and from Westport towards Palmer's Rapids, 16 miles.

By the Subsidy Act 55-56 Vic., chap. 5 (1892), the unpaid balances granted by 52 Vic. and 53 Vic., were revoted.

During the past fiscal year payment has been made to the extent of \$12,800 on the 4-mile section between Newboro' and Westport, making the total up to the 31st of December, 1892, \$105,200.

Brantford, Waterloo and Lake Erie Railway Company.

(See No. 104.)

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy of \$57,600 to the above company for 18 miles of their railway from Brantford to Hagersville or Waterford, or some intermediate point on the Canada Southern Railway.

Under an Order in Council of the 4th of August, 1888, a contract was made with the company, on the 31st, for a line from Brantford to Waterford. An Order of the same date approved of the location, the actual distance being 16½ miles. During the fiscal year 1890-91 the sum of \$16,190 was paid, making the total payments up to the 31st December, 1892, \$52,810, the amount of subsidy applicable being \$53,600. This company has now become amalgamated with the Toronto, Hamilton and Buffalo Railway Company.

Buctouche and Moncton Railway Company.

(See Nos. 65, 101 and 248.)

By the Act 49 Vic., ch. 10 (1886), assistance was authorized for the construction of a railway about 30 miles long, to connect Buctouche, N. B., with the Intercolonial Railway at or near Moncton, the subsidy not to exceed \$96,000.

By the Act 50-51 Vic., chap. 24, an additional subsidy of \$6,400 was granted for 2 miles additional, the distance between the points named being actually 32 miles, making the total subsidy \$102,400.

Under an Order in Council of the 10th September, 1886, an agreement, dated the 14th of that month, was entered into with the Buctouche and Moncton Railway Company for the execution of this work. During the fiscal year 1890-91, there was paid the sum of \$1,600.43, making the total payments \$67,020. No further payments have been made up to the 31st of December, 1892.

By the Subsidy Act of 1892, the unpaid balance of the foregoing subsidies were revoked.

Central Railway Company of New Brunswick.

(See Nos. 40, 143, 156 and 205.)

By the Act of 1884, 47 Vic., chap. 8, a subsidy not exceeding \$128,000 was granted in aid of the construction of about 40 miles of the Central Railway, from the head of Grand Lake to a point on the Intercolonial Railway between Sussex and St. John, N.B.

Under the authority of an Order in Council of the 5th of June, 1886, a contract was made with the Central Railway Company, on the 7th July, 1886, for a line from Salmon River, at the head of Grand Lake, to Norton, on the Intercolonial Railway, the work to be completed by the 1st of July, 1888. Certain work has been executed, but the contract obligations had not been carried out, and no portion of the subsidy was paid. The subsidy lapsed, but was revived by the Subsidy Act 52 Vic., ch. 3 (1889). In November, 1889, the company applied for inspection of the road as a completed work, but no portion of the subsidy was paid.

On the 1st of December, 1890, a new contract was made with the company for this work under the Subsidy Act of 1889, the limit of subsidy being \$128,000; this contract covering also a subsidy for $4\frac{1}{2}$ miles, the limit of which was \$14,400, authorized by the Act 53 Vic., ch. 2, making a total subsidy of \$142,400; the total length of road subsidized being $44\frac{1}{2}$ miles. The date for completion was fixed as the 1st of December, 1891. During the fiscal year 1890-91 there was paid the sum of \$75,639, no further payments on this account have been made up to the 31st of December, 1892.

By the Act 51 Vic., ch. 3, a grant as a subsidy to this company was authorized of certain used iron rails to the value of \$83,612.54, loaned to the St. Martin's and Upham Railway Company (which railway has been acquired by the Central Railway Company; the sale being approved by an Order in Council of the 15th of November, 1887), the condition of the grant being that such rails should first be replaced by new steel rails. The new steel rails were substituted, and an Order in Council of the 18th of October, 1889, authorized the transfer of the old rails to the company.

Chignecto Marine Transport Company.

(See No. 5.)

On the 3rd of February, 1882, this company (which received incorporation the same year, by Act 45 Vic., chap. 76) made a proposal to the Government for the construction of a line of railway for the transport of ships overland across the Isthmus of Chignecto from Tidnish, on Baie Verte, in the Gulf of St. Lawrence, to a point at or near the mouth of the River La Planche, in the Bay of Fundy, and by the Act 45 Vic., ch. 55, authority was given for the grant of a subsidy of \$150,000 a year, for 25 years, in aid of the work.

No definite action was, however, taken until the 6th of October, 1885, when an Order in Council was passed authorizing entry into agreement with the company, subject to the approval of Parliament; and such agreement was executed on the 4th of March, 1886. Under its terms, the subsidy payable is to be \$170,602 a year for 20 years, or such portion thereof as may be required to bring the net earnings to 7 per cent per annum on the authorized share and bond capital of the company, \$5,500,000, and to be granted only during the satisfactory performance of the services contemplated, such services comprising the raising, transport and lowering of vessels of 1,000 tons burden, registered, with full cargo. Should the earnings exceed 7 per cent per annum, one-half of such surplus is to be paid to the Government until repayment of the whole amount received by said company under their subsidy.

By a special Act, 49 Vic., ch. 18 (1886), this agreement was confirmed and ratified.

By a further special Act, 51 Vic., ch. 4 (1888), the time for the completion of the work, for subsidy purposes, was extended to the 1st of July, 1890, with, if required, a further extension for 24 months, but under penalty.

The company duly submitted plans, and these have been approved by Order in Council. Good progress was, for a time, made, and it was expected that the works would have been completed early in 1892. They have been, however, suspended, owing, it is understood, to financial causes.

By the Act 54-55 Vic., ch. 12 (1891), the date for completion for subsidy purposes has been extended to 1st of July, 1893, the penal cause in this regard contained in the Act 51 Vic., ch. 4, being repealed.

• By the Act 55-56 Vic., ch. 37 (1892), authority was given to the company to issue new mortgage bonds to the value of £350,000 sterling, and by an Order in Council passed on the 9th of July, 1892, a recommendation to Parliament to extend the time, further, to the 6th of July, 1894, has been promised.

Columbia and Kootenay Railway and Navigation Company.

(Leased to the Canadian Pacific Railway Company.)

(See No. 222.)

This company was incorporated by an Act of the Province of British Columbia, but its proposed works were, by the Dominion Act 53 Vic., ch. 87 (1890), declared to be for the general advantage of Canada.

It has powers to construct a railway from the outlet of Kootenay Lake, B.C., through the Selkirk Range, to a point on the Columbia River near to the point of junction of the Rivers Kootenay and Columbia; also to operate a line of steamers in this connection. Power was also given for the leasing of the said works to the Canadian Pacific Railway Company, the lease to be first sanctioned by the Governor in Council.

By the Subsidy Act of 1890, 53 Vic., ch. 2, a subsidy, limited to \$112,000, was authorized for the 35 miles of railway above described, and under date the 8th of October, 1890, the company were admitted to contract for this work, the date for completion being fixed as the 1st of December, 1891.

By an Order in Council of the 20th of August, 1890, in pursuance of the Act 53 Vic., ch. 87, sanction has been given to the lease of this railway for a term of 999 years to the Canadian Pacific Railway Company, who thereby undertake the construction of the road.

During the fiscal year, the road being completed, there has been paid the sum of \$88,800, this being the total amount applicable. The actual distance is 27½ miles.

Cornwallis Valley Railway Company.

(See Nos. 128 and 168.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to this company to the extent of \$41,000 was authorized for 13 miles of their railway from Kentville to Kingsport.

Under an Order in Council of the 29th of March, 1888, they were admitted to contract on the 28th of May.

By the Act 52 Vic., ch. 3, an additional subsidy for one mile, \$3,200, was authorized, and a contract, under date the 30th of September, 1889, was entered into for the building of such extra mile to the harbour of Kingsport. The time for the completion of the whole work was extended to the 1st of October, 1890, by which date the road was ready for traffic.

During the past fiscal year the sum of \$2,130 was paid, making a total of \$44,800, the whole amount of the subsidy.

XXXXXX

DEPARTMENT OF LANDS AND MINES.

Chamberlain Railway and Coal Company.

See No. 124.

By the Act of 1887, Chapter 124, the grant of the Railway of Chamberlain to the extent of \$40,000 was made for the purpose of their railway from a point on the Great Northern Railway near Fort Snelling to a point on the Duluth and St. Paul Railway near Mankato.

The company having applied for a charter in the month of April, 1888, under an Act of March 1, 1887, the work was to be completed by the 1st of October, 1888. During the year 1888, the sum of \$10,000 was paid for the company's working capital, and the balance of \$30,000. No further payments have been made since the 1st of December, 1888.

Chamberlain County Railway Company.

See No. 125 and 126.

By the Railway Extension Act of 1887, Chapter 125, the grant of aid to an extent not exceeding \$50,000 was made for the Chamberlain County Railway Company for the purpose of their railway from Chamberlain to the town of Newell, S.D.

Under the authority of a charter of the 1st of November, 1887, a contract was made with the company on the 1st of December, 1887, covering a line from the Southwestern Railway at the town of Chamberlain to the town of Newell, S.D. The line was completed by the 1st of August, 1891.

On the 1st of January, 1889, the company were authorized to construct the line to the town of Newell, S.D. and to the town of Newell, S.D.

By the Railway Extension Act of 1887, Chapter 126, the grant of aid to an extent not exceeding \$50,000 was made for the Chamberlain County Railway Company for the purpose of their railway from Chamberlain to the town of Newell, S.D. The line was completed by the 1st of August, 1891.

By the Railway Extension Act of 1887, Chapter 126, the grant of aid to an extent not exceeding \$50,000 was made for the Chamberlain County Railway Company for the purpose of their railway from Chamberlain to the town of Newell, S.D. The line was completed by the 1st of August, 1891.

During the year 1888, the sum of \$5,000 was paid for the company's working capital, and the balance of \$45,000. No further payments have been made since the 1st of December, 1888.

Great Northern Railway Company.

See No. 127, 128, 129, 130, 131, 132, 133.

By the Act of 1887, Chapter 127, the grant of aid to an extent not exceeding \$50,000 was made for the Great Northern Railway Company for the purpose of their railway from the town of Chamberlain to the town of Newell, S.D. The line was completed by the 1st of August, 1891.

The company having been authorized to construct the line to the town of Newell, S.D. and to the town of Newell, S.D. the work was to be completed by the 1st of October, 1888. During the year 1888, the sum of \$10,000 was paid for the company's working capital, and the balance of \$40,000. No further payments have been made since the 1st of December, 1888.

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding \$96,000 for 30 miles of their railway from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. During the fiscal year 1890-91 the sum of \$16,300 was paid from this subsidy for 6.66 miles from the east bank of the River Nicolet to the Grand Trunk Railway at St. Grégoire.

By the Act 52 Vic., ch. 3, a subsidy was authorized to the extent of \$64,000 for a further distance of 20 miles from St. Grégoire. No contract has yet been signed for this work.

By the Act 53 Vic., ch. 2 (1890), a subsidy of 15 per cent on the value of two bridges, one over the River Nicolet, the other over the River St. Francis, not exceeding \$37,500, was authorized. On the 20th of June, 1891, a contract was entered into with the company for the work. During the past fiscal year there has been paid the sum of \$4,845 for work on the Nicolet bridge.

By the subsidy Act 54-55 Vic., ch. 8, there was revoted the balance unpaid, \$79,700, of the subsidy granted by the Act 50-51 Vic., ch. 26, which had lapsed.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215 and 231.)

By the Act 47 Vic., ch. 8 (1884), a subsidy not exceeding \$32,000 was granted to this company for the construction of a line from St. Jérôme to New Glasgow, Que.; the estimated length being 10 miles.

Under the authority of an Order in Council of the 3rd February, 1885, a contract for the work was entered into with the company on the 14th of that month, the road to be completed by the 1st of July, 1885.

The line was duly completed and inspected. Under an Order in Council of the 2nd of March, 1885, payment was made therefor, namely, for 7.84 miles, \$25,088.

By the Act 49 Vic., ch. 10 (1886), a subsidy not exceeding \$57,600 was authorized for a line from New Glasgow to Montcalm, a distance of about 18 miles. The Great Northern Railway Company having applied for it, it was granted to them by an Order in Council of the 18th July, 1887, which also approved of the location. The contract was made on the 19th of August, 1887, the road to be completed by the 1st of August, 1890.

By the Act 49 Vic., ch. 10, a subsidy not exceeding \$22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date the 8th of October, 1890, a contract was entered into with them for the work, calling for completion by the 1st of August, 1891. The road was built and allowed to be opened for public traffic in January, 1892.

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy for a line from Montcalm to the Canadian Pacific Railway between Joliette and St. Félix de Valois was authorized.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$28,100, of the subsidy granted in 1886 was revoked.

During the past fiscal year payments have been made to the company aggregating \$24,100. The total payments made for the section between New Glasgow and Montcalm amount to \$32,000, and for the section between St. Andrews and Lachute, \$21,600.

Hereford Railway Company (formerly Hereford Branch Railway Company.)

(See Nos. 73 and 179.)

By the Act 49 Vic., ch. 10 (1886), authority was given for the grant of a subsidy to the extent of \$108,800 for a railway from Hereford to the International Railway, in the Township of Eaton, an estimated distance of 34 miles.

The Hereford Branch Railway Company having applied, an Order in Council of the 30th December, 1887, authorized entry into contract with them for the work, and a contract was made accordingly, dated the 31st March, 1888.

By the subsidy Act of 1889, 52 Vic., ch. 3, a subsidy of \$48,000 was authorized for a line from Cookshire to Dudswell, on the Quebec Central Railway, 15 miles, and the company were admitted to contract on the 3rd of August, 1889. The whole of the road has been built, and up to the close of the fiscal year 1889-90 the company had been paid \$155,200 out of their total subsidies, \$156,800, the difference, \$1,600, representing some minor work remaining to be finished. No further payment has been made to the 31st of December, 1892.

On the 4th of October, 1890, the company were allowed, after inspection, to open their road for public traffic from Dudswell Junction to the International boundary, 48.43 miles.

By an Order in Council of the 12th of June, 1890, sanction was given to the purchase of the Dominion Lime Company's railway by this company, in conformity with the Act 51 Vic., ch. 81.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24 and 159.)

By the Act 47 Vic., ch. 8 (1884), the Irondale, Bancroft and Ottawa Railway Company were subsidized, to an extent not exceeding \$160,000, for a line, about 50 miles long, to connect the Victoria Branch of the Midland Railway with the village of Bancroft.

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th August, 1886.

Under the authority of an Order in Council of the 14th of February, 1887, \$15,000 has been paid. The unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889). No further payment of subsidy has been made up to the 31st of December, 1892. Under an Order in Council of the 3rd of August, 1891, the time for completion has been extended to the 1st of August, 1893.

Joggins Railway Company.

(See Nos. 76 and 100.)

By the Act 49 Vic., ch. 18 (1886), authority was given for the grant of aid to an extent not exceeding \$38,400, towards the construction of a railway, the estimated length of which is 12 miles, from a point at or near McCann station, on the Intercolonial Railway to the Joggins, on Cumberland Basin, N.S.

The Joggins Railway Company having applied for this subsidy, and the application being satisfactory, a contract was made with them on the 30th of November, 1886, under the authority of an Order in Council of the 5th of October, the line to be completed by the 1st of November, 1887.

A further subsidy to this company, not exceeding \$4,000, having been authorized by the Act 50-51 Vic., ch. 24 (1887), towards the construction of an extension of the line, $1\frac{1}{2}$ mile long, to the wharves on Cumberland Basin, a contract was made with them for the work on the 13th of October, 1887.

During the fiscal year 1890-91, the company were paid the sum of \$1,600, making the total payments up to the 31st of December, 1892, \$37,500.

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278 and 282.)

By the Act, 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the Ottawa River. The limit of the amount was \$25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

In conformity with an express provision to that effect in clause 2 of the Act 49 Vic., ch. 10, letters patent were issued under an Order in Council of the 20th of July, 1886, published in the *Canada Gazette* of the 24th, granting a charter for the construction of this railway to the "Lake Temiscamingue Colonization Railway Company."

By the Subsidy Act 49 Vic., ch. 10, a further subsidy of \$6,000 was authorized for the building of wharves and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of \$31,600.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy to the extent of \$33,600 was authorized for $10\frac{1}{2}$ miles of this company's line from Long Sault to Lake Kippewa. The contract for this subsidy was entered into on the 27th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authorized not exceeding \$48,000 for 15 miles, from Mattawa station, C.P.R., towards the Long Sault, or *vice versa*.

By the Act 53 Vic., ch. 2 (1890), a subsidy was authorized, not exceeding \$64,000 for 20 miles from the northern end of the line subsidized by 52 Vic., ch. 3.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the above named subsidies of 1889 and 1890, a subsidy was authorized to this company not exceeding \$112,000 for 35 miles of their railway from Mattawa to the Long Sault.

By the same Act a subsidy was granted to the company, namely, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, and 15 per cent on the value of a wooden truss bridge over the River Ottawa, near Mattawa, not exceeding \$15,000 and not exceeding in all \$63,000.

During the fiscal year 1888-89 the sum of \$26,360 was paid, making a total of \$52,760 paid to this company. No further payment has been made up to the 31st of December, 1892.

By the special Act 54-55 Vic., ch. 94 (1891), the company were empowered to convey or lease their road to the Canadian Pacific Railway Company, and also to extend the railway to the head of Lake Temiscamingue; the company's works to be completed by the 10th of July, 1896.

Montreal and Champlain Junction Railway Company.

(See Nos. 51, 125, 136 and 247.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized to be granted to this company for a line from Brosseau's to Dundee, not exceeding \$30,000. The work was completed and the subsidy was paid in the year 1885-86.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy, not exceeding \$64,000, was authorized to be granted to this company, and the contract was signed on the 25th of January, 1888, for a line from Fort Covington to Massena Springs.

By the Act 51 Vic., ch. 3 (1888), a further subsidy of \$9,600 was authorized for 3 miles additional, making a total of \$73,600.

By the Act 55-56 Vic., ch. 5 (1892), the balance of \$15,100, remaining unpaid of the subsidies voted in 1887 and 1888, was revoked.

Nothing has been paid to the company during the past fiscal year, and the total payments up to the 31st of December, 1892, amount to \$88,500.

Montreal and Sorel Railway Company.

(See Nos. 47 and 210.)

By the Act 48-49 Vic., ch. 59, a subsidy not exceeding \$72,000 was authorized to be granted to this company for a line from St. Lambert to Sorel. Under an Order in Council of the 2nd of October, 1885, a contract was made with the company on the 14th, and under the authority of Orders in Council, the last dated the 10th of November, 1886, payments have been made, amounting in all to \$69,922, the road, 44.67 miles long, having been completed, with the exception of a small quantity of work, to secure the finishing of which \$1,550 was retained. No further payment was made, and the said balance lapsed on the 1st of August, 1889.

By the Act 53 Vic., ch. 2 (1890), the sum of \$40,000 was granted for the repair of this road. The work was undertaken by the Great Eastern Railway Company, and is being carried out under requirements laid down by this department, and the inspection of its engineers. During the fiscal year 1890-91 there was paid from this subsidy the sum of \$17,116.07, making the total payments on that account \$23,835.57, and the total payments to the company \$93,757.57. No further payments have been made up to the 31st December, 1892.

Montreal and Western Railway Company.

(See Nos. 78 and 206.)

By the Subsidy Act of 1886, 49 Vic., ch. 10, authority was given for the grant of a subsidy in lieu of previous subsidies to the Montreal and Western Railway Company for 70 miles of their railway from St. Jérôme north-westerly towards Le Désert, Que., the amount being \$5,151 per mile, not exceeding in the whole \$361,270.

For this subsidy another for the same amount was substituted by the Act 53 Vic., ch. 2 (1890), special authority being given for payment in named sections less than 10 miles in length.

Under authorization of an Order in Council dated the 4th of June, 1888, a contract was made with the company for the work on the 6th. During the past fiscal year there was paid to the company the sum of \$32,253, and subsequently to that date the further sum of \$77,635, making the total payments up to the 31st of December, 1892, \$186,051. These payments apply to the distance between St. Jérôme and Ste. Agathe, 30½ miles, which is completed and open for traffic. On the 30th of December, the Chief Engineer reported the completion of a further section, to St. Faustin, a distance from St. Jérôme of 44½ miles.

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company.)

(Name changed by 53 Vic., ch. 58.)

(See Nos. 97, 186 and 237.)

By the Railway Subsidy Act of 1887, 50-51 Victoria, ch. 24, the grant of a subsidy to the above company was authorized for 30 miles of their railway from Vaudreuil towards Hawkesbury, the extent of such subsidy being \$96,000.

A contract was made with the company on the 11th of February, 1889, for the distance named, starting from the Grand Trunk Railway at Vaudreuil. The date for completion is fixed as the 1st of August, 1891.

The company, on the 4th of October, 1890, were authorized to open the portion of their road between Vaudreuil and Rigaud, 16 miles, for public traffic.

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa, \$96,000, was authorized. A draft contract covering this subsidy was approved by an Order in Council on the 21st of September, 1891, but has not yet been signed.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$46,040, of the subsidy granted in 1887, was revoked. During the fiscal year 1890-91 there was paid the sum of \$49,960; nothing further has been paid up to the 31st of December, 1892.

In September, 1892, after inspection, permission was given to open for traffic the portion of the road between Vaudreuil and Pointe Fortune, 23½ miles.

Napanee, Tamworth and Quebec Railway Company.*(Name changed to the Kingston, Napanee and Western Railway Company by the Act 53 Vic., ch. 62.)*

(See Nos. 13, 27, 57, 94, 107, 166, 256 and 273.)

In 1883 Parliament authorized a subsidy of \$89,600 to this company, covering their road from Napanee to Tamworth.

A contract, dated the 31st of December, 1883, was entered into with the company for this work, and upon completion, inspection and approval of the road the subsidy was all paid under Orders in Council, the last dated the 28th of July, 1884.

In the session of that year Parliament authorized the grant of a further subsidy, not exceeding \$3,200 a mile, or a total of \$70,406, for an extension of this company's road from Tamworth to Bogart and Bridgewater. In 1885, however, in substitution for this subsidy, Parliament authorized the grant to the company of a subsidy of \$70,000 for a line "from Tamworth towards Bogart and Bridgewater, 16 miles." This, again, was cancelled by the Act 49 Vic., ch. 10 (1886), a subsidy of \$70,000 being granted to the company for 18 miles of their railway from Tamworth to Tweed.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy to this company, not exceeding \$12,800, was authorized for 4 miles of their road to Tweed.

Under date of the 25th July, 1888, an Order in Council authorized entry into contract, and approved the location plans from Tamworth to Tweed, 20 miles. The contract was signed on the 31st of July, 1888, covering both subsidies. The road is to be completed by the 1st of August, 1890.

By the Act 52 Vic., ch. 3 (1889), the grant of a further subsidy to this company was authorized for 7 miles of their railway from Yarker to Harrowsmith, and also a grant to a company for 3 miles of railway from Harrowsmith to Sydenham, the total being \$32,000. Under date the 4th of September, 1889, the company were admitted to contract for 3 miles, to be completed by the 1st of August, 1893, and, under date the 26th of December, for the distance of $6\frac{3}{4}$ miles, from a point near Yarker to or near Harrowsmith, to be completed by the 1st of August, 1891.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidy granted by the above Act for 3 miles, a subsidy not exceeding \$9,600 was granted for 3 miles from a point at or near Harrowsmith to a point at or near Sydenham.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy not exceeding \$64,000 was granted to this company for 20 miles of their railway, being for branches to be built to certain iron deposits.

The total subsidies available under the contracts covering the distance between Tamworth and Tweed, Yarker, Harrowsmith and Sydenham, amount to \$114,800. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith.

No payments were made to the company during the past fiscal year, but subsequently there has been paid the sum of \$1,856, making the total payments up to the 31st of December, 1892, \$194,800.

New Glasgow Iron, Coal and Railway Company.

(See No. 268.)

By the Subsidy Act 55-56 Vic., ch. 5, the grant of assistance to the above company for $12\frac{1}{2}$ miles of railway from Eureka Junction on the Intercolonial Railway, to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville was authorized, the limit of aid being \$40,000.

Under date the 23rd of November, 1892, the company were admitted to contract for this work under subsidy, the date for completion being fixed as the 1st of December, 1894.

No portion of the subsidy has been paid during the past fiscal year, but subsequently the sum of \$32,445.84 was paid, up to the 31st of December, 1892.

Nova Scotia Central Railway Company.

(See Nos. 129 and 135.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent not exceeding \$108,800. Under an Order in Council of the 16th September, 1887, the company were admitted to contract on the 17th of October, 1887, the works to be executed being a line of railway from Lunenburg, on the east coast of Nova Scotia, westward, to a point in the district of New Germany, together with a spur, about $\frac{3}{4}$ mile long, to Bridgewater railway wharf, the whole to be completed by the 31st of December, 1889.

By the Act 51 Vic., ch. 3 (1888), the grant of a further subsidy, not exceeding \$147,200, was authorized for 46 miles of the company's railway, and under an Order in Council of the 9th October, 1888, a contract, dated the 15th of October, 1888, was executed covering a line of railway $39\frac{1}{2}$ miles, starting from a point $33\frac{1}{2}$ miles from Lunenburg, and running to Middleton, on the Windsor and Annapolis Railway; the work to be completed by the 31st of December, 1890.

During the past fiscal year payments were made to the extent of \$8,300, bringing the total payments to this company up to the sum of \$230,700 at date, 31st December, 1892, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of $78\frac{1}{2}$ miles.

Ontario and Pacific Railway Company.

(See Nos. 31, 115, 150 and 288.)

By the Act 47 Vic., ch. 8 (1884), the grant of a subsidy to the Ontario and Pacific Railway Company was authorized, namely, to the extent of \$262,400, on an estimated distance of 82 miles, for a line from Cornwall to Perth, and on the 27th of July, 1886, a contract was made with the company, under the authority of an Order in Council of the first day of that month, for the construction of such line, *via* Newington, Chrysler, Manotick and Franktown, the road to be completed by the 1st July, 1888. This subsidy lapsed on the 1st July, 1888.

By the Act 50-51 Vic., chap. 24, a further subsidy of \$19,200 for a further distance of 6 miles was granted.

By the Act 52 Vic., chap. 3 (1889), a subsidy not exceeding \$172,400 was authorized to this company for a line from Cornwall to Ottawa, but no contract was entered into for the work.

By the Subsidy Act of 1892, 55-56 Vic., ch. 5, the subsidy granted in 1889 was revoked, the length being set down as $53\frac{27}{100}$ miles.

No portion of these subsidies has been paid up to the 31st of December, 1892.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company.)

Orford Mountain Railway Company.

(See No. 228.)

By the Subsidy Act 53 Vic., ch. 2, the grant of a subsidy limited to \$99,200 was authorized in favour of the above company, for 31 miles of their railway between

Cumberland Railway and Coal Company.

(See No. 124.)

By the Act 50-51 Vic., ch. 24 (1887), the grant to this company of subsidy to the extent of \$44,800 was authorized for 14 miles of their railway, from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the Oxford and New Glasgow Railway, near Oxford.

The company having applied, they were admitted to contract on the 12th of April, 1888, under an Order in Council of the 12th March, the work to be completed by the 1st August, 1891. During the fiscal year 1890-91, the sum of \$10,450 was paid to this company, making, with previous payments, \$39,850. No further payments have been made since, up to the 31st of December, 1892.

Drummond County Railway Company.

(See Nos. 99, 175 and 214.)

By the Railway Subsidy Act of 1888, 50-51 Vic., ch. 24, the grant of aid to an extent not exceeding \$96,000 was authorized to the Drummond County Railway Company for 30 miles of their railway from Drummondville towards Nicolet, Que.

Under the authority of an Order in Council of the 12th of November, 1887, a contract was made with the company on the 1st of December, 1887, covering a line from the South-eastern Railway, at the village of Drummondville, to the south-west branch of the River Nicolet; the road to be completed by the 1st of August, 1891.

On the 2nd of May, 1889, the company were admitted to contract for the balance, 17½ miles, of the 30 miles subsidized.

By the Subsidy Act of 1889, 52 Vic., ch. 3, the company were further subsidized for 4½ miles from the end of the line already subsidized, to Ball's wharf, on the River St. Lawrence, to the extent of \$14,400, and were admitted to contract on the 21st of January, 1890.

By the Subsidy Act 53 Vic., ch. 2 (1890), authority was given for the grant of a subsidy, the limit of which was \$76,800, for 24 miles of the railway of the company from Drummondville to Ste. Rosalie. Under date 2nd of February, 1891, the company were admitted to contract for this work.

During the fiscal year there was paid to the company the sum of \$5,105, making the total payments up to the 31st of December, 1892, \$182,405.

Great Eastern Railway Company.

(See Nos. 88, 114, 174, 213 and 235.)

By the Act 49 Vic., ch. 10, authority was given for the grant of a subsidy to an extent not exceeding \$32,000, on an estimated distance of 10 miles, towards the construction of a line from Yamaska to the River St. Francis, Que.; and the Great Eastern Railway Company having applied, a contract was made with them on the 12th of October, 1886, under the authority of an Order in Council of the 9th of that month, the time of completion being fixed as the 1st of October, 1887.

The road having been completed and inspected, the whole of the subsidy due for its actual distance, 6 miles, namely, \$19,200, was paid under an Order in Council of the 27th of March, 1887.

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding \$96,000 for 30 miles of their railway from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. During the fiscal year 1890-91 the sum of \$16,300 was paid from this subsidy for 6.66 miles from the east bank of the River Nicolet to the Grand Trunk Railway at St. Grégoire.

By the Act 52 Vic., ch. 3, a subsidy was authorized to the extent of \$64,000 for a further distance of 20 miles from St. Grégoire. No contract has yet been signed for this work.

By the Act 53 Vic., ch. 2 (1890), a subsidy of 15 per cent on the value of two bridges, one over the River Nicolet, the other over the River St. Francis, not exceeding \$37,500, was authorized. On the 20th of June, 1891, a contract was entered into with the company for the work. During the past fiscal year there has been paid the sum of \$4,845 for work on the Nicolet bridge.

By the subsidy Act 54-55 Vic., ch. 8, there was revoted the balance unpaid, \$79,700, of the subsidy granted by the Act 50-51 Vic., ch. 26, which had lapsed.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215 and 231.)

By the Act 47 Vic., ch. 8 (1884), a subsidy not exceeding \$32,000 was granted to this company for the construction of a line from St. Jérôme to New Glasgow, Que.; the estimated length being 10 miles.

Under the authority of an Order in Council of the 3rd February, 1885, a contract for the work was entered into with the company on the 14th of that month, the road to be completed by the 1st of July, 1885.

The line was duly completed and inspected. Under an Order in Council of the 2nd of March, 1885, payment was made therefor, namely, for 7.84 miles, \$25,088.

By the Act 49 Vic., ch. 10 (1886), a subsidy not exceeding \$57,600 was authorized for a line from New Glasgow to Montcalm, a distance of about 18 miles. The Great Northern Railway Company having applied for it, it was granted to them by an Order in Council of the 18th July, 1887, which also approved of the location. The contract was made on the 19th of August, 1887, the road to be completed by the 1st of August, 1890.

By the Act 49 Vic., ch. 10, a subsidy not exceeding \$22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date the 8th of October, 1890, a contract was entered into with them for the work, calling for completion by the 1st of August, 1891. The road was built and allowed to be opened for public traffic in January, 1892.

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy for a line from Montcalm to the Canadian Pacific Railway between Joliette and St. Félix de Valois was authorized.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$28,100, of the subsidy granted in 1886 was revoked.

During the past fiscal year payments have been made to the company aggregating \$24,100. The total payments made for the section between New Glasgow and Montcalm amount to \$32,000, and for the section between St. Andrews and Lachute, \$21,600.

Hereford Railway Company (formerly Hereford Branch Railway Company.)

(See Nos. 73 and 179.)

By the Act 49 Vic., ch. 10 (1886), authority was given for the grant of a subsidy to the extent of \$108,800 for a railway from Hereford to the International Railway, in the Township of Eaton, an estimated distance of 34 miles.

The Hereford Branch Railway Company having applied, an Order in Council of the 30th December, 1887, authorized entry into contract with them for the work, and a contract was made accordingly, dated the 31st March, 1888.

By the subsidy Act of 1889, 52 Vic., ch. 3, a subsidy of \$48,000 was authorized for a line from Cookshire to Dudswell, on the Quebec Central Railway, 15 miles, and the company were admitted to contract on the 3rd of August, 1889. The whole of the road has been built, and up to the close of the fiscal year 1889-90 the company had been paid \$155,200 out of their total subsidies, \$156,800, the difference, \$1,600, representing some minor work remaining to be finished. No further payment has been made to the 31st of December, 1892.

On the 4th of October, 1890, the company were allowed, after inspection, to open their road for public traffic from Dudswell Junction to the International boundary, 48.43 miles.

By an Order in Council of the 12th of June, 1890, sanction was given to the purchase of the Dominion Lime Company's railway by this company, in conformity with the Act 51 Vic., ch. 81.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24 and 159.)

By the Act 47 Vic., ch. 8 (1884), the Irondale, Bancroft and Ottawa Railway Company were subsidized, to an extent not exceeding \$160,000, for a line, about 50 miles long, to connect the Victoria Branch of the Midland Railway with the village of Bancroft.

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th August, 1886.

Under the authority of an Order in Council of the 14th of February, 1887, \$15,000 has been paid. The unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889). No further payment of subsidy has been made up to the 31st of December, 1892. Under an Order in Council of the 3rd of August, 1891, the time for completion has been extended to the 1st of August, 1893.

Joggins Railway Company.

(See Nos. 76 and 100.)

By the Act 49 Vic., ch. 18 (1886), authority was given for the grant of aid to an extent not exceeding \$38,400, towards the construction of a railway, the estimated length of which is 12 miles, from a point at or near McCann station, on the Intercolonial Railway to the Joggins, on Cumberland Basin, N.S.

The Joggins Railway Company having applied for this subsidy, and the application being satisfactory, a contract was made with them on the 30th of November, 1886, under the authority of an Order in Council of the 5th of October, the line to be completed by the 1st of November, 1887.

A further subsidy to this company, not exceeding \$4,000, having been authorized by the Act 50-51 Vic., ch. 24 (1887), towards the construction of an extension of the line, $1\frac{1}{2}$ mile long, to the wharves on Cumberland Basin, a contract was made with them for the work on the 13th of October, 1887.

During the fiscal year 1890-91, the company were paid the sum of \$1,600, making the total payments up to the 31st of December, 1892, \$37,500.

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278 and 282.)

By the Act, 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the Ottawa River. The limit of the amount was \$25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

In conformity with an express provision to that effect in clause 2 of the Act 49 Vic., ch. 10, letters patent were issued under an Order in Council of the 20th of July, 1886, published in the *Canada Gazette* of the 24th, granting a charter for the construction of this railway to the "Lake Temiscamingue Colonization Railway Company."

By the Subsidy Act 49 Vic., ch. 10, a further subsidy of \$6,000 was authorized for the building of wharves and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of \$31,600.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy to the extent of \$33,600 was authorized for $10\frac{1}{2}$ miles of this company's line from Long Sault to Lake Kippewa. The contract for this subsidy was entered into on the 27th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authorized not exceeding \$48,000 for 15 miles, from Mattawa station, C.P.R., towards the Long Sault, or *vice versa*.

By the Act 53 Vic., ch. 2 (1890), a subsidy was authorized, not exceeding \$64,000 for 20 miles from the northern end of the line subsidized by 52 Vic., ch. 3.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the above named subsidies of 1889 and 1890, a subsidy was authorized to this company not exceeding \$112,000 for 35 miles of their railway from Mattawa to the Long Sault.

By the same Act a subsidy was granted to the company, namely, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, and 15 per cent on the value of a wooden truss bridge over the River Ottawa, near Mattawa, not exceeding \$15,000 and not exceeding in all \$63,000.

During the fiscal year 1888-89 the sum of \$26,360 was paid, making a total of \$52,760 paid to this company. No further payment has been made up to the 31st of December, 1892.

By the special Act 54-55 Vic., ch. 94 (1891), the company were empowered to convey or lease their road to the Canadian Pacific Railway Company, and also to extend the railway to the head of Lake Temiscamingue; the company's works to be completed by the 10th of July, 1896.

Montreal and Champlain Junction Railway Company.

(See Nos. 51, 125, 136 and 247.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized to be granted to this company for a line from Brosseau's to Dundee, not exceeding \$30,000. The work was completed and the subsidy was paid in the year 1885-86.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy, not exceeding \$64,000, was authorized to be granted to this company, and the contract was signed on the 25th of January, 1888, for a line from Fort Covington to Massena Springs.

By the Act 51 Vic., ch. 3 (1888), a further subsidy of \$9,600 was authorized for 3 miles additional, making a total of \$73,600.

By the Act 55-56 Vic., ch. 5 (1892), the balance of \$15,100, remaining unpaid of the subsidies voted in 1887 and 1888, was revoked.

Nothing has been paid to the company during the past fiscal year, and the total payments up to the 31st of December, 1892, amount to \$88,500.

Montreal and Sorel Railway Company.

(See Nos. 47 and 210.)

By the Act 48-49 Vic., ch. 59, a subsidy not exceeding \$72,000 was authorized to be granted to this company for a line from St. Lambert to Sorel. Under an Order in Council of the 2nd of October, 1885, a contract was made with the company on the 14th, and under the authority of Orders in Council, the last dated the 10th of November, 1886, payments have been made, amounting in all to \$69,922, the road, 44-67 miles long, having been completed, with the exception of a small quantity of work, to secure the finishing of which \$1,550 was retained. No further payment was made, and the said balance lapsed on the 1st of August, 1889.

By the Act 53 Vic., ch. 2 (1890), the sum of \$40,000 was granted for the repair of this road. The work was undertaken by the Great Eastern Railway Company, and is being carried out under requirements laid down by this department, and the inspection of its engineers. During the fiscal year 1890-91 there was paid from this subsidy the sum of \$17,116.07, making the total payments on that account \$23,835.57, and the total payments to the company \$93,757.57. No further payments have been made up to the 31st December, 1892.

Montreal and Western Railway Company.

(See Nos. 78 and 206.)

By the Subsidy Act of 1886, 49 Vic., ch. 10, authority was given for the grant of a subsidy in lieu of previous subsidies to the Montreal and Western Railway Company for 70 miles of their railway from St. Jérôme north-westerly towards Le Désert, Que., the amount being \$5,151 per mile, not exceeding in the whole \$361,270.

For this subsidy another for the same amount was substituted by the Act 53 Vic., ch. 2 (1890), special authority being given for payment in named sections less than 10 miles in length.

Under authorization of an Order in Council dated the 4th of June, 1888, a contract was made with the company for the work on the 6th. During the past fiscal year there was paid to the company the sum of \$32,253, and subsequently to that date the further sum of \$77,635, making the total payments up to the 31st of December, 1892, \$186,051. These payments apply to the distance between St. Jérôme and Ste. Agathe, 30½ miles, which is completed and open for traffic. On the 30th of December, the Chief Engineer reported the completion of a further section, to St. Faustin, a distance from St. Jérôme of 44½ miles.

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company.)

(Name changed by 53 Vic., ch. 58.)

(See Nos. 97, 186 and 237.)

By the Railway Subsidy Act of 1887, 50-51 Victoria, ch. 24, the grant of a subsidy to the above company was authorized for 30 miles of their railway from Vaudreuil towards Hawkesbury, the extent of such subsidy being \$96,000.

A contract was made with the company on the 11th of February, 1889, for the distance named, starting from the Grand Trunk Railway at Vaudreuil. The date for completion is fixed as the 1st of August, 1891.

The company, on the 4th of October, 1890, were authorized to open the portion of their road between Vaudreuil and Rigaud, 16 miles, for public traffic.

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa, \$96,000, was authorized. A draft contract covering this subsidy was approved by an Order in Council on the 21st of September, 1891, but has not yet been signed.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$46,040, of the subsidy granted in 1887, was revoked. During the fiscal year 1890-91 there was paid the sum of \$49,960; nothing further has been paid up to the 31st of December, 1892.

In September, 1892, after inspection, permission was given to open for traffic the portion of the road between Vaudreuil and Pointe Fortune, 23½ miles.

Napanee, Tamworth and Quebec Railway Company.*(Name changed to the Kingston, Napanee and Western Railway Company by the Act 53 Vic., ch. 62.)*

(See Nos. 13, 27, 57, 94, 107, 166, 256 and 273.)

In 1883 Parliament authorized a subsidy of \$89,600 to this company, covering their road from Napanee to Tamworth.

A contract, dated the 31st of December, 1883, was entered into with the company for this work, and upon completion, inspection and approval of the road the subsidy was all paid under Orders in Council, the last dated the 28th of July, 1884.

In the session of that year Parliament authorized the grant of a further subsidy, not exceeding \$3,200 a mile, or a total of \$70,406, for an extension of this company's road from Tamworth to Bogart and Bridgewater. In 1885, however, in substitution for this subsidy, Parliament authorized the grant to the company of a subsidy of \$70,000 for a line "from Tamworth towards Bogart and Bridgewater, 16 miles." This, again, was cancelled by the Act 49 Vic., ch. 10 (1886), a subsidy of \$70,000 being granted to the company for 18 miles of their railway from Tamworth to Tweed.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy to this company, not exceeding \$12,800, was authorized for 4 miles of their road to Tweed.

Under date of the 25th July, 1888, an Order in Council authorized entry into contract, and approved the location plans from Tamworth to Tweed, 20 miles. The contract was signed on the 31st of July, 1888, covering both subsidies. The road is to be completed by the 1st of August, 1890.

By the Act 52 Vic., ch. 3 (1889), the grant of a further subsidy to this company was authorized for 7 miles of their railway from Yarker to Harrowsmith, and also a grant to a company for 3 miles of railway from Harrowsmith to Sydenham, the total being \$32,000. Under date the 4th of September, 1889, the company were admitted to contract for 3 miles, to be completed by the 1st of August, 1893, and, under date the 26th of December, for the distance of $6\frac{1}{2}$ miles, from a point near Yarker to or near Harrowsmith, to be completed by the 1st of August, 1891.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidy granted by the above Act for 3 miles, a subsidy not exceeding \$9,600 was granted for 3 miles from a point at or near Harrowsmith to a point at or near Sydenham.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy not exceeding \$64,000 was granted to this company for 20 miles of their railway, being for branches to be built to certain iron deposits.

The total subsidies available under the contracts covering the distance between Tamworth and Tweed, Yarker, Harrowsmith and Sydenham, amount to \$114,800. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith.

No payments were made to the company during the past fiscal year, but subsequently there has been paid the sum of \$1,856, making the total payments up to the 31st of December, 1892, \$194,800.

New Glasgow Iron, Coal and Railway Company.

(See No. 268.)

By the Subsidy Act 55-56 Vic., ch. 5, the grant of assistance to the above company for $12\frac{1}{2}$ miles of railway from Eureka Junction on the Intercolonial Railway, to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville was authorized, the limit of aid being \$40,000.

Under date the 23rd of November, 1892, the company were admitted to contract for this work under subsidy, the date for completion being fixed as the 1st of December, 1894.

No portion of the subsidy has been paid during the past fiscal year, but subsequently the sum of \$32,945.84 was paid, up to the 31st of December, 1892.

Nova Scotia Central Railway Company.

(See Nos. 129 and 135.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent not exceeding \$108,800. Under an Order in Council of the 16th September, 1887, the company were admitted to contract on the 17th of October, 1887, the works to be executed being a line of railway from Lunenburg, on the east coast of Nova Scotia, westward, to a point in the district of New Germany, together with a spur, about $\frac{3}{4}$ mile long, to Bridgewater railway wharf, the whole to be completed by the 31st of December, 1889.

By the Act 51 Vic., ch. 3 (1888), the grant of a further subsidy, not exceeding \$147,200, was authorized for 46 miles of the company's railway, and under an Order in Council of the 9th October, 1888, a contract, dated the 15th of October, 1888, was executed covering a line of railway $39\frac{1}{2}$ miles, starting from a point $33\frac{1}{2}$ miles from Lunenburg, and running to Middleton, on the Windsor and Annapolis Railway; the work to be completed by the 31st of December, 1890.

During the past fiscal year payments were made to the extent of \$8,300, bringing the total payments to this company up to the sum of \$230,700 at date, 31st December, 1892, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of $78\frac{1}{2}$ miles.

Ontario and Pacific Railway Company.

(See Nos. 31, 115, 150 and 288.)

By the Act 47 Vic., ch. 8 (1884), the grant of a subsidy to the Ontario and Pacific Railway Company was authorized, namely, to the extent of \$262,400, on an estimated distance of 82 miles, for a line from Cornwall to Perth, and on the 27th of July, 1886, a contract was made with the company, under the authority of an Order in Council of the first day of that month, for the construction of such line, *via* Newington, Chrysler, Manotick and Franktown, the road to be completed by the 1st July, 1888. This subsidy lapsed on the 1st July, 1888.

By the Act 50-51 Vic., chap. 24, a further subsidy of \$19,200 for a further distance of 6 miles was granted.

By the Act 52 Vic., chap. 3 (1889), a subsidy not exceeding \$172,400 was authorized to this company for a line from Cornwall to Ottawa, but no contract was entered into for the work.

By the Subsidy Act of 1892, 55-56 Vic., ch. 5, the subsidy granted in 1889 was revoked, the length being set down as $53\frac{1}{10}$ miles.

No portion of these subsidies has been paid up to the 31st of December, 1892.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company.)

Orford Mountain Railway Company.

(See No. 228.)

By the Subsidy Act 53 Vic., ch. 2, the grant of a subsidy limited to \$99,200 was authorized in favour of the above company, for 31 miles of their railway between

Eastman and Kingsbury, Que., and on the 16th of December, 1891, the company were admitted to contract for the work for a distance of 10 miles, namely, from Eastman to Lawrenceville; the road for this distance to be completed by the 1st of December, 1893.

The work was completed, and during the past fiscal year there has been paid the sum of \$32,000.

By an Order in Council dated the 20th of June, 1892, authority was given for entry into contract with the company for the balance of the work, 16½ miles, between Lawrenceville and Kingsbury, and such contract was signed on the 10th of September, 1892.

The second 10-mile section has been inspected, but no further payments have been made up to the 31st of December, 1892.

Ottawa, Arnprior and Parry Sound Railway Company.

(See Nos. 92, 134, 199, 242, 276 and 277.)

This company was formed by the amalgamation, under the Act 54-55 Vic., ch. 93, of the Ottawa and Parry Sound Railway Company, incorporated by the Acts 51 Vic., ch. 65, and the Ottawa, Arnprior and Renfrew Railway Company, incorporated by the Act 51 Vic., ch. 71. The company has powers to build a line of railway from the city of Ottawa through Arnprior, Renfrew, Eganville and Killaloe, to a point on the Georgian Bay at or near the Village of Parry Sound.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), there were granted to this company the following subsidies (in lieu of subsidies previously granted, but not utilized) :—

- (a.) For 22 miles of railway from a point on the Canadian Pacific Railway to Eganville, a subsidy limited to \$70,400.
- (b.) For 30 miles of railway from Eganville to Barry's Bay, a subsidy limited to \$96,000.
- (c.) For 55 miles of railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy limited to \$6,400 a mile on the first half of that division and to \$3,200 a mile on the second half, not exceeding in the whole \$264,000.

The first two subsidies have been covered by a contract dated the 29th of September, 1892. The starting point on the Canadian Pacific Railway, named, being Renfrew, and the date for completion being fixed as the 1st of August, 1896.

The third subsidy, from Barry's Bay towards the Northern Pacific Junction Railway, has been covered by a contract with the company dated the 8th of November, 1892. The date for completion is fixed as the 1st of November, 1894.

The location plans have been approved for the whole distance covered by the three subsidies.

No portion of the subsidies has been paid up to the 31st of December, 1892.

Ottawa and Gatineau Valley Railway Company.

(See Nos. 8, 26, 58 and 151.)

By the Act 48-49 Vic., chap. 29 (1885), the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous years), namely, for a line of

railway from Hull station towards the village of Le Désert, 62 miles, the amount being \$320,000. This subsidy having lapsed, it was revoked by the Act 52 Vic., chap. 3 (1889).

Under authority of an Order in Council of the 10th of July, 1889, a contract with the company for the work in question, 62 miles, was signed on the 19th of August, the date for completion being fixed as the 1st of August, 1893.

The location plans of the first 50 miles have been approved.

During the past fiscal year, there has been paid to the company the sum of \$38,790, and subsequently the sum of \$49,820, making the total payments up to the 31st December, 1892, \$176,192. The opening of the first 20 miles for traffic was sanctioned in December, 1891, and the opening of a further section of 10 miles was similarly allowed in July, 1892.

Oshawa Railway and Navigation Company.

(Name changed to "The Oshawa Railway Company," by 54-55 Vic., ch. 91.)

(See Nos. 112 and 233.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$22,400 was authorized for seven miles of this company's railway, extending from Port Oshawa towards Raglan; they were admitted to contract on the 20th July, 1889. This subsidy was renewed by the Act 54-55 Vic., ch. 8. No portion has been paid up to the 31st of December, 1892.

By the special Act 54-55 Vic., ch. 91, the corporate powers of the company were revived, and its name was changed as above.

Parry Sound Colonization Railway Company.

(See No. 153.)

By the Subsidy Act of 1889, 52 Vic., ch. 3, authority was given for the grant of a subsidy to this company, not exceeding \$128,000, for 40 miles of railway from the village of Parry Sound to the village of Sandridge, or some other point on the line of the Northern and Pacific Junction Railway.

On the 21st of July, 1890, the company was admitted to contract accordingly, the line to run from the village of Parry Sound through the townships of Foley, Christie, Monteith, McMurrick and Parry, joining the line of the Northern and Pacific Railway at Scotia, or a point about two miles from Elmedale station. The date for completion has been extended to the 1st of August, 1893. The location of the first 30 miles has been approved by an Order in Council of the 11th of July, 1890.

The first two ten-mile sections have been inspected, and during the past fiscal year there has been paid the sum of \$30,400. No further payment has been made up to the 31st December, 1892.

Port Arthur, Duluth and Western Railway Company.

(Formerly the "Thunder Bay Colonization Railway Company.")

(See Nos. 139, 195 and 291.)

This company was originally incorporated as the "Thunder Bay Colonization Railway Company." It was declared to be a body corporate under its present name by the Dominion Act 51 Vic., ch. 84, which authorized it to receive all grants voted to the previous company.

By the Subsidy Act 51 Vic., ch. 3 (1888), the grant of a subsidy to the extent of \$271,200 was authorized in favour of the above company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, a point on the International boundary line; this being in place of subsidies previously granted for the construction of a railway from Murillo station to Crooked Lake.

A contract was entered into with the company on the 24th of December, 1889. The location of the entire line has been approved.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$16,000 was authorized for a branch, 5 miles long, to the Kakabeka Falls.

During the past fiscal year payment was made to the extent of \$70,075, making the total payments up to the 31st of December, 1892, \$157,075.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the unpaid balance, \$114,125 of the subsidy voted in 1888, was revoked.

In December, 1892, the company asked for an inspection of the balance of their road to the boundary line as completed.

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 137 and 211.)

This line was subsidized by Parliament in 1884, 49 Vic., ch. 8, to the extent of \$3 200 a mile, not exceeding \$272,000.

Under authority of an Order in Council dated the 12th of December, 1884, a contract, dated the 22nd of that month, was made with this company for the building of the line subsidized, namely, from Aylmer, Que., to Pembroke, crossing the River Ottawa at a point "not east of Lapasse;" the first twenty-seven miles to be completed by the 1st September, 1885 (extended to 15th of December by Order in Council of the 13th of August, 1885), the second twenty-seven miles by the 1st of July, 1886, and the whole road, estimated at 85 miles west of Aylmer, by the 1st of July, 1887.

By the Act 51 Vic., ch. 3 (1888), a subsidy to this company of \$31,500 was authorized for the bridging of the River Ottawa at Culbute; also a subsidy of \$9,600 for 3 miles of their railway from a point 3 miles east of Pembroke to Pembroke, provided that the entire work subsidized on this railway be completed within four years from the 22nd of May, 1888. No contract has been entered into for the work contemplated by this Act.

By the 5th clause of the Act 52 Vic., ch. 3, it was specially provided that the several subsidies in aid of this railway should be extended to the 22nd of May, 1892.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$24,000 was authorized for 7½ miles of this railway, between Hull and Aylmer.

By the Act 53 Vic., ch. 68 (1890), the time for completion of the railway to the town of Pembroke, and of the bridge over the River Ottawa, at or near the city of Ottawa, which the company were empowered to construct by the Act 45 Vic., ch. 69, was extended to the 22nd of May, 1892. The same Act gave the company power to extend their line from the said bridge to the canal basin in the city of Ottawa.

The Act 53 Vic., ch. 69 (1890), gave to this company power to purchase from the Canadian Pacific Railway Company the section between Hull and Aylmer, or any part thereof.

By the Subsidy Act 55-56 Vic., ch. 5, clause 4 (1892), the balance unpaid of the subsidy voted in 1884 was revoked.

The road is open from Ottawa to Fort Coulonge, 68 miles.

Up to the close of the fiscal year 1887-88 a total of \$174,828 had been paid out of the subsidy voted in 1884. No further payments have been made up to the 31st of December, 1892.

Quebec Central Railway Company.

(See Nos. 22, 142 and 219.)

This company was subsidized in 1884 to the extent of \$211,200, in aid of the construction of 66 miles of their railway from Beauce Junction to the International boundary.

Under the authority of an Order in Council, dated the 2nd of August, 1884, a contract was made with the company on that date for the construction of a line from Beauce Junction on their trunk line, thence up the valley of the River Chaudière to the frontier, the line to be completed by the 2nd of February, 1888.

The location of the first 23 miles was approved of by an Order in Council of the 8th of May, 1885. The amount of the subsidy paid up to the end of the fiscal year 1885-86, under an Order in Council of the 14th of August, 1885, was \$60,342, covering 15½ miles of road inspected, starting from Beauce Junction.

In lieu of the balance of this subsidy, which lapsed on the 1st of July, 1888, authority was given by the Act 51 Vic., ch. 3 (1888), for the grant of a subsidy to this company of \$21,191.54 a year, for 20 years, equivalent to a cash grant of \$288,000 for a line of railway from St. Francis station to a point on the Atlantic and North-west Railway, near Moose River, 90 miles. No contract was made for this work.

By the Act 53 Vic., ch. 2 (1890), in lieu of the subsidy so granted, the company may receive the same amount for a similar term of years, or a guarantee of interest on bonds for a like sum, for 90 miles of their railway from St. Francis station on their line to a point on the Atlantic and North-western Railway near Moose River, or from a point on their line between the Chaudière River and Tring station to a point on the International Railway at or near Lake Megantic; the first annual payment to be made at the end of twelve months from the date of the certificate of completion. A draft contract was prepared, but has not yet been entered into, for this subsidy, and no further payments have been made up to the 31st of December, 1892.

By an Order in Council of the 18th July, 1892, the time for completion of the Tring and Megantic Branch has been extended to the 1st of July, 1894, the actual length being 58½ miles, in place of the estimated length 90 miles.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 49, 82, 126, 140, 177, 220 and 232.)

By the Subsidy Act of 1882 a subsidy of \$384,000 was granted for a line from St. Raymond to Lake St. John. By the Act of 1883 the Quebec and Lake St. John

Railway Company, engaged in the work of constructing this line, were permitted to receive a further subsidy of \$80,000. By the Act of 1885 a subsidy of \$96,000 was authorized for a line extending from the point of their junction with the North Shore Railway (4 miles from Quebec) up to St. Raymond (36 miles from Quebec), conditionally upon the construction of their line to a point 50 miles north of St. Raymond; and by the Act of 1886 a subsidy was authorized, not exceeding \$186,295, for the portion, 95 miles, extending from the point 50 miles north of St. Raymond to Lake St. John.

By the Act 50-51 Vic., ch. 24 (1887), an additional subsidy not exceeding \$28,800 was authorized for a distance of 9 miles, the distance which previous subsidies granted were short of covering from the city of Quebec to Lake St. John. By this Act authority was given for payment up to the 23rd of June, 1888 (under the usual conditions) of balances available from the subsidies granted in 1882 and 1883. The aggregate of the subsidies granted to this company for the whole distance from Quebec to Lake St. John is \$775,095, the number of miles subsidized being 186.

An agreement was duly entered into on the 4th of September, 1883, in respect of the two subsidies first named, under which this line was to be completed by the 25th of May, 1887, the portion up to Lake Edward to be completed by the 31st of December, 1885; and on the 10th of February, 1886, an agreement was signed covering the third subsidy, namely, that of 1885. For the subsidies granted in 1886 and 1887 no further contracts are required, these subsidies being applicable to works embraced in the previous contracts.

The road is in operation up to Roberval, on Lake St. John, 190 miles from Quebec.

By the Act 51 Vic., ch. 3, a subsidy to the extent of \$96,000, previously granted to the Saguenay and Lake St. John Railway Company for 30 miles of their railway from Lake St. John towards Chicoutimi, was transferred to this company, and under authority of an Order in Council of the 17th of November, 1888, a contract was made with them on the 5th of December for this work, which starts from Chambord Junction, near Lake St. John, on their main line; the work to be completed by the 1st of August, 1890. The location for these 30 miles has been approved by an Order in Council of the 17th of November, 1888.

By the Act 52 Vic., ch. 3 (1889), a further subsidy of \$64,000 was granted for an additional 20 miles, making the total subsidy for this branch \$160,000. Under date the 17th October, 1892, a contract has been entered into with the company for this work.

By the Act 53 Vic., ch. 2 (1890), a subsidy to this company, to an extent not exceeding \$30,000, was authorized for a railway bridge over the River St. Charles; also a subsidy, limited to \$38,400, for 12 miles of railway from Lorette *via* Charlesbourg to Quebec. Under date the 2nd of December, 1890, both these subsidies were covered by one contract, the work to be completed by the 1st of October, 1891.

By the Act 54-55 Vic., ch. 8, there was expressly voted the difference, \$5,250, between the \$30,000 mentioned in the above subsidy for the St. Charles bridge and the amount actually paid the company.

By the Act 55-56 Vic., ch. 5, clause 5 (1892) authority was given for the payment of the unpaid balance of the subsidy granted in 1889, and also for the payment of the unpaid balance, \$12,800, of the subsidy granted in 1887. This last, representing 4 miles of railway built towards Roberval, was covered by a contract made on the 17th of October, 1892.

During the fiscal year there has been paid the sum of \$26,222.73, making the total payments up to the 30th of June, 1892, for both main line and branches, \$844,927.73. Since that date there has been paid the further sum of \$13,031.77, making the total payments to the company up to the 31st of December, 1892, \$857,959.50.

Quebec, Montmorency and Charlevoix Railway Company.

(See No. 164.)

By the Subsidy Act 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of \$96,000 to the above company was authorized for 30 miles of their railway from the east bank of the River St. Charles to or near to Cape Tormente, Que.

A contract was entered into with the company on the 14th of November, 1889, for this work, from Hedleyville to St. Joachim.

During the fiscal year 1889-90 the sum of \$65,600 was paid from this subsidy, the distance covered being 20½ miles, viz., from Quebec (the east side of the River St. Charles) to Ste. Anne. No further payments have been made up to the 31st of December, 1892.

In December, 1892, plans showing the location of the road for the balance of the 30 miles subsidized were submitted for approval.

Shuswap and Okanagan Railway Company.

(See No. 167.)

This company was incorporated by the Act 49 Vic., ch. 82 (1885), for the construction of a line of railway from a point on the Canadian Pacific Railway, at Sicamous Narrows, B.C., running up the left bank of the Shuswap River to a point near the north end of Lake Okanagan.

By 51 Vic., ch. 88 (1888), this Act was amended, and the company were allowed two years to commence and five to complete their main line.

By the Subsidy Act of 1889, a subsidy to the extent of \$163,200 was authorized for the said railway, the estimated distance being 51 miles.

The contract for this work was signed on the 11th of February, 1890, the date for completion being fixed as the 4th May, 1893. The road is completed, the actual distance being 50 $\frac{8}{10}$ miles.

The subsidy applicable for this distance was \$162,560. During the fiscal year the sum of \$162,260 has been paid to the company, leaving a balance of \$300 unpaid.

Permission to open the road for traffic was given on the 9th of June, 1892.

By the special Act 54-55 Vic., ch. 72 (1891), an agreement for the lease of the road to the Canadian Pacific Railway Company, when completed, for a term of 25 years, was approved and ratified, and powers were given to extend the line to a point on the International boundary at or near Lake Osooyos.

DEPARTMENT OF RAILWAYS AND CANALS.

St. Catharines and Niagara Central Railway Company.

(See Nos. 96, 176, 190 and 265.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$38,400 to the above company was authorized for 12 miles of their railway from St. Catharines to the bridge over the River Niagara.

The company were admitted to contract on the 5th of March, 1888, under an Order in Council of the 12th of April, the location being approved by an Order of the same date.

On the 20th of December, 1888, the road having been built and inspected, the company were permitted to open it for traffic. The sum of \$26,640 was paid to the company in the fiscal year 1888-89.

By the Act 52 Vic., ch. 3 (1889), a subsidy for 20 miles of this road was authorized, limited to \$64,000, and on the 1st of August, 1890, the contract was signed, the extension being from their present terminus at St. Catharines towards Hamilton.

By the Act 54-56 Vic., ch. 2 (1890), a subsidy limited to \$44,800 was authorized for a further distance of 14 miles.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidies granted in 1889 and 1890, there was granted an annual subsidy for 20 years calculated on the basis of 3½ per cent of the amount, not to exceed \$108,000, granted for the 34 miles in question; payment of the first half-yearly instalment to be made 6 months after the date of the Chief Engineer's certificate of completion.

During the fiscal year 1890-91, the sum of \$11,760 was paid to this company, covering the distance, 12 miles, between St. Catharines and Niagara River. No further payments have been made up to the 31st December, 1892.

The payments made to this company aggregate \$38,400.

St. Clair Frontier Tunnel Company.

(See No. 162.)

In the year 1884 a company, "The St. Clair Frontier Tunnel Company," was incorporated by the Dominion Act 47 Vic., ch. 82, for the purpose of building a tunnel for railway passage under the River St. Clair, from a point in or near the town of Sarnia, Ontario, to the city of Port Huron, Michigan, U.S., the Act providing that the plans of the tunnel and its works should be approved by the Governor in Council prior to commencement.

Plans of this work were submitted by the company and approved by an Order in Council dated the 24th of November, 1886, which also approved of the site. Certain changes were subsequently found necessary, and amended plans were approved by an Order in Council dated the 7th of October, 1889.

This work gives connection between the Grand Trunk Railway and the Chicago and Grand Trunk Railway.

By the Subsidy Act, 52 Vic., ch. 3 (1889), a subsidy to the extent of 15 per cent of the value of the work, but not exceeding \$375,000, was authorized.

Under authority of an Order in Council dated the 2nd of October, 1889, a contract was entered into with the company on the 30th of that month for the work in question, which was to be completed by the 1st of August, 1893.

The tunnel proper was formed throughout by the 30th of August, 1890, the shields from either end meeting on that day. On the 15th of October, 1891, the company notified the department that the work was completed, and ready for inspection and traffic.

During the past fiscal year the company were paid the sum of \$58,600, making a total of \$375,000 paid, this being the total amount of the subsidy granted.

In the annual report of last year a full description of the work, as completed, was given.

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90, 118, 225 and 274.)

By the Act 49 Vic., chap. 10 (1886), a subsidy of \$70,400 was authorized for 22 miles of railway, from Fredericton to Prince William, New Brunswick, and by the Act 50-51 Vic., chap. 24, a subsidy of \$70,400 was authorized, in favour of the St. John Valley and Rivière du Loup Railway Company, for 22 miles of railway from Prince William towards Woodstock.

The company having applied for both subsidies, they were admitted to contract on the 26th of June, 1888, under an Order in Council of the 21st of May, the time for completion being fixed as the 31st of July, 1890. This covers both subsidies, aggregating \$140,800. The location plans were approved by an Order in Council of the 23rd May, 1888, covering the distance, 44 miles, from Fredericton to Woodstock.

By the Act 53 Vic., chap. 2 (1890), both the above subsidies were, in effect, revoked.

By the Act 55-56 Vic., ch. 5, a subsidy limited to \$48,000 was authorized for 15 miles of railway extending from the north end of the line subsidized by 53 Vic., ch. 2.

Up to the 31st of December, 1892, no payments have been made.

Stewiacke Valley and Lansdowne Railway Company.

(See Nos. 87, 232, 254 and 258.)

By the Act 49 Vic., ch. 18 (1886), a subsidy was authorized for a railway from a point on the Intercolonial Railway through the Stewiacke Valley, affording communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, 25 miles, the extent of aid not exceeding \$80,000. The Stewiacke Valley and Lansdowne Railway Company having applied for this subsidy, a contract was made with them on the 17th of December, 1886, the line to be completed by the 1st of December, 1889.

By the Act 53 Vic., ch. 2 (1890), the above subsidy was in effect revoked, and the old contract having been cancelled, a new contract with this company was entered into on the 30th of August, 1890. Completion is called for by the 1st of September, 1892.

By the Act 55-56 Vic., ch. 5 (1892), the same subsidy was in effect revoked.

By the Act 52 Vic., ch. 3 (1889), a subsidy was granted for a railway from Truro or a point between Truro and Stewiacke to Newport or Windsor, 49 miles, the limit being \$156,800. A contract was made with this company on the 30th of August, 1890, for the work; the line to run from Brockville station, on the Intercolonial, to New-

port station, on the Windsor Branch Railway; the line to be completed by the 1st of September, 1893.

By the Act 55-56 Vic., ch. 5 (1892), this subsidy was in effect revoked.

The location plans have been approved for this distance.

No portion of any of the above subsidies has been paid up to the 31st of December, 1892.

St. Lawrence and Adirondack Railway Company.

(See No. 218 and 293.)

By the Subsidy Act 53 Vic., ch. 2 (1890), a subsidy not exceeding \$57,600 was granted to the above company for 18 miles of their railway from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway.

On the 29th of April, 1891, a contract was entered into with the company for this work, the time for completion being fixed as the 1st of July, 1893.

In December, 1891, the road was inspected and reported as complete—the actual distance being 12.58 miles. During the past fiscal year there has been paid to the company the sum of \$40,256, being the amount applicable to the actual distance of the road.

By the Subsidy Act 55-56 Vic., ch. 5, a subsidy not exceeding \$25,024 was granted to the company for $5\frac{42}{100}$ miles, from Huntingdon towards the International boundary, and for a further distance of $2\frac{49}{100}$ miles. Since the close of the fiscal year there has been paid to the company the sum of \$24,448, making the total payments up to the 31st of December, 1892, \$64,704.

This road connects the Canada Atlantic Railway at Valleyfield with the Montreal and Champlain Junction Railway at Huntingdon.

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(Name changed to "*The Laurentian Railway Company*" by Provincial Act 51-52 Vic., ch. 108.)

(See Nos. 38, 59, 117 and 234.)

By the Act 48-49 Vic., ch. 49 (1885), a bulk sum subsidy of \$217,600 was granted for a line of railway from the Grand Piles, on the River St. Maurice, Que., to a point of junction with the Lake St. John Railway (being in lieu of a subsidy of the previous year).

By the Act 50-51 Vic., chap. 24, this subsidy was repeated in favour of the company named below.

The St. Lawrence, Lower Laurentian and Saguenay Railway Company having applied for the subsidy, and being approved, a contract was entered into with them on the 20th of February, 1886, under authority of an Order in Council of the 6th of that month, which also approved of the location plans, the said location being subsequently amended under an Order in Council of the 25th of August, 1887.

By the Subsidy Act of 1891 54-55 Vic., ch. 8, the unpaid balance, \$92,784, of the company's subsidy was revoked.

During the past fiscal year there has been paid the sum of \$92,784, making the total payments up to the 31st December, 1892, \$217,600, this being the total amount of the company's subsidy.

The distance from Grand Piles to the Rivière à Pierre station of the Quebec and Lake St. John Railway is nearly 39 miles.

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Nos. 3, 62, 127, 141, 226 and 279.)

Towards the construction of a line from Rivière du Loup or Rivière Ouelle, or from some point between them, to Edmundston, Parliament, in 1882, voted a subsidy of \$240,000, and by the Act 48-49 Vic., ch. 58, a further subsidy, not exceeding \$258,000, was voted for the same work, making a total subsidy of \$498,000.

Under express provisions of this Act a charter was granted by Orders in Council of the 3rd and 7th of October, 1885, to certain persons constituting "The Témiscouata Railway Company," their object being to build the said road; and such charter, being published in the *Canada Gazette* of the 10th of that month, has force and effect as if an Act of Parliament. This charter was subsequently confirmed and amended by the special Act 50-51 Vic., ch. 71 (1887). Under the said charter the company have power to construct a road from the Intercolonial Railway at Rivière du Loup to Edmundston. On the 21st June, 1886, a contract was duly entered into with the company for the work subsidized, the whole to be completed by the 1st of August, 1889. The location of the road, 80½ miles *via* Lake Témiscouata and the River Madawaska, was approved of by an Order in Council of the 30th of September, 1886.

On the 22nd of November, 1888, the company were permitted to open the road for traffic.

By the Act 51 Vic., ch. 3 (1888), a subsidy of \$100,000 was granted to this company for 20 miles of their branch railway from Edmundston towards the River St. Francis, in lieu of a subsidy granted the previous year.

The company having applied to be admitted to contract, authority was given by an Order in Council passed on the 31st of December, 1888, which also approved of the location; and the contract was signed on the 22nd of January, 1889.

By the Act of 1890, 53 Vic., ch. 2, a subsidy to the limit of \$51,200 was authorized for a further distance of 16 miles. A contract under this subsidy was made with the company on the 20th of October, 1891, covering the distance, 12 miles, between Clair's siding and Connor's station. The branch up to this point, 31½ miles, has been completed.

By the Act 55-56 Vic., ch. 5 (1892), an additional subsidy of \$1,800 a mile, limited to \$21,600, was granted for the first 12 miles of the section subsidized by the Act 53 Vic., ch. 2.

During the past fiscal year payments have been made to the extent of \$54,830, and subsequently the further sum of \$21,150, making the total payments up to the 31st of December, 1892, \$645,950.

Tobique Valley Railway Company.

(See Nos. 130, 227, 235 and 244.)

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy of the extent of \$89,600 for 14 miles of the railway of the above company from Perth Centre station, on the New Brunswick Railway, towards Plaister Rock Island,

in lieu of a subsidy previously granted. A contract was made with the company for the work on the 4th of September, 1888. By the Act 54-55 Vic., ch. 8 (1891), this subsidy was, in effect, revoked, having lapsed.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$35,200 was authorized for a further distance of 11 miles.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy limited to \$9,600 was granted for a further distance of 3 miles from the north end of the 11 miles subsidized in 1890.

Under date the 30th of November, 1892, a contract was entered into with the company for the work covered by these two subsidies. The date for completion was fixed as the 1st of December, 1893.

The first section of 14 miles was completed in December, 1891.

During the past fiscal year there was paid the sum of \$73,000, and subsequently the further sum of \$41,674.46, making the total payments to the company up to the 31st of December, 1892, \$114,674.46.

Thousand Islands Railway Company.

(See No. 182 and 269.)

By the Subsidy Act 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of \$54,400 to the above company, for 4 miles of their railway from a point near the River St. Lawrence, in the village of Gananoque Junction, on the Grand Trunk Railway, and for thirteen miles of their railway from Gananoque Junction to a point of junction with the Brockville, Westport and Sault Ste. Marie Railway, was authorized.

A contract was made with the company for this work on the 24th of October, 1889, the 4-mile section to be built by the 1st of July, 1890, and the 13-mile section by the 1st of August, 1893. In the fiscal year 1889-90, the sum of \$10,400 was paid for the section, 3½ miles, from Gananoque to the Grand Trunk Railway, completed.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the unpaid balance, \$44,000, of the above subsidy, there were granted railway subsidies for the extension of the railway, one, the northern, to connect with the Brockville, Newport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith Falls and Ottawa Railway, or the waters of the Rideau Canal, for which the limit is \$30,000; the other, the southern, and across the mouth of Gananoque River, for which the limit is \$14,000.

Under date the 30th of November, 1892, a contract has been made with the company for this work; the date for completion being fixed as the 1st of August, 1896.

No further payments have been made up to the 31st of December, 1892.

Vaudreuil and Prescott Railway Company.

(See *Montreal and Ottawa Railway Company*.)

Waterloo Junction Railway Company.

(See No. 187.)

By the Subsidy Act 53 Vic., ch. 2 (1890), a subsidy not exceeding \$35,200 was granted to this company for 11 miles of their railway from Waterloo to Elmira.

Under date the 17th of February, 1891, a contract was made with the company for the work in question; the date for completion being fixed as the 1st of November, 1891.

During the fiscal year, there was paid the sum of \$32,800, the road being completed. The actual distance is $10\frac{1}{4}$ miles.

Western Counties Railway Company.

By the Act 50-51 Vic., ch. 25 (1887), assented to on the 23rd of June, 1887, confirmation was given to an agreement made by the Government with the Western Counties Railway Company on the 31st of January, 1887, contingent on such confirmation, the agreement itself being thereby, in some respects, modified, as expressed in a subsidiary agreement. Under the provisions of the said Act and agreements, covenants have been entered into which may be summarized as follows:—

The company agreed to withdraw a suit pending against the Crown in respect of the Windsor Branch Railway, releasing the Government from all claims, and also releasing to the Government all right and title to the branch. They also undertook to build and complete the railway between Annapolis and Digby, N.S., and to complete, equip and put in first class order the whole of the line from Yarmouth to Annapolis; also to settle all liens on their property, and their indebtedness. In order to the fulfilment of the above, they undertook to deposit with the Government the total proceeds of the sale of their debentures, &c., the issue of which was limited to \$4,200,000. The Government, on its side, in consideration of these premises, undertook to pay to the company the sum of \$500,000, this amount to be credited to the company and added to the proceeds of the sale of the debentures, which proceeds the Government agreed to hold for the purpose, the whole to be applied, under certificate of the Government Chief Engineer and Order in Council, to the payment of interest on the debentures, &c., to be issued, to the building and completion of the railway above mentioned, and to the satisfaction of the company's existing obligations; the balance, if any, to be paid to the company. The dates to which the company were bound, as modified by terms of the Act, were as follows:—

Work to be commenced by the 13th of July, 1887, and the railway between Annapolis and Digby to be completed by the 12th of September, 1888, the company to complete to the satisfaction of the Government, by the 12th of September, 1887, all arrangements for the settlement of its indebtedness. Provision was made, also, for the completion of the line between Annapolis and Digby by the Government, at its option, from the funds in its hands, in the event of failure on the part of the company to make commencement of work, to progress with the same, or to satisfy the Government as to the arrangement of the settlement of its indebtedness by the dates so fixed.

The company did not make deposit of moneys; nor did they take any practical steps to carry out the work contemplated. Under these circumstances, and in view of representations urging that the Government should itself undertake the work, a survey was made of the country between Digby and Annapolis, under instructions given in October, 1888.

By the special Act 52 Vic., ch. 8 (1889), authority was given for the construction of this link of railway out of the appropriation of \$500,000 granted by the Act 50-51 Vic., ch. 25. The work was, accordingly, taken in hand by the department,

and was completed, and the company placed in possession for operating purposes on the 27th of July, 1891. The total Government expenditure up to the 30th of June, 1892, is \$614,789.27.

West Ontario Pacific Railway Company.

(Leased to the Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1891.)

Woodstock and Centreville Railway Company.

(See Nos. 131, 203, 266 and 281.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$64,000 was authorized for a railway from Woodstock towards Centreville, 20 miles.

The above railway company having applied and being approved, a contract was made with them on the 6th of May, 1889, for the distance named, the line to start from Upper Woodstock station, on the New Brunswick Railway, the work to be completed by the 1st October, 1890.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$19,200 was authorized for a further distance of 6 miles to the International boundary.

By the Act 55-56 Vic., ch. 5 (1892), the subsidy granted in 1887 was in effect revoked.

By the same Act the subsidy granted in 1890 for the further distance to the boundary was in effect revoked.

Under an Order in Council of the 29th of August, 1892, a contract dated the 16th of September, 1892, has been made with the company, to construct the 26 miles so subsidized, the date for completion being fixed as the 1st of January, 1894.

No portion of the company's subsidy has been paid up to the 31st of December, 1892.

LAND SUBSIDIES.

The following companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior:—

They are enumerated here because the engineering details have been dealt with by this department, the certificate of whose officer is required prior to handing over to the company concerned any part of the subsidy. (The numbers given refer to the special "land subsidies" list, Appendices, p. 207.)

Alberta and Athabasca Railway Company.

(Name changed by 52 Vic., ch. 65, to the North-western Railway Company of Canada," which see.)

Alberta Railway and Coal Company.

(See Annual Report for 1890-91.)

Brandon and South-Western Railway Company.

(See No. 19.)

By an Order in Council dated the 23rd of November, 1889, but subject to the approval of Parliament, and contingent on their obtaining an Act of incorporation from the Dominion, this company has been granted a subsidy of 6,400 acres per mile in aid of a railway from a point in Township 1, in either Range 23 or 24, west of the

1st Principal Meridian, to Deloraine, Manitoba, about 17 miles. This subsidy was confirmed by the Act 53 Vic., ch. 4. The company was incorporated under a provincial Act, but received a Dominion charter by the Act 53 Vic., ch. 86 (1890), and under said Order in Council the subsidized section was to be completed and running by the 1st of May, 1891. Location plans and profiles have been approved by an Order in Council dated the 19th of February, 1892, showing the proposed line from a point of junction with the Souris Branch of the Canadian Pacific Railway to the Turtle Mountain coal fields.

Calgary and Edmonton Railway Company.

(Leased to the Canadian Pacific Railway Company.)

This company was incorporated by the Act 53 Vic., ch. 84 (1890), for the construction of a railway from the Canadian Pacific Railway at Calgary northward to Edmonton, and southward to the International boundary, also northerly to Peace River.

By the Act 53 Vic., ch. 5, authority was given for entry into a contract with this company for the conveyance of men, supplies, materials, and mails, for 20 years; a payment to be made annually of the sum of \$50,000 therefor, computation to be made from the date of the completion of the road between Calgary and a point on the North Saskatchewan River near Edmonton. The Act further gave power to the company to lease the said railway to the Canadian Pacific Railway Company.

On the 21st of June, 1890, a contract for transport service was made, accordingly, with the Government, this contract calling for completion of the first 100 miles by the 1st of November, 1891, and of the whole road by the 1st of November, 1893.

By the Land Subsidy Act of 1890, 53 Vic., ch. 4, a grant of land to the extent of 6,400 acres per mile was made for the line from Calgary north to Edmonton, about 190 miles, and also for a line south from Calgary to the International boundary, about 150 miles.

On the 26th of December, 1890, the company entered into a definite contract for the work of constructing, under this subsidy, both the northern line to Edmonton and the southern line to the boundary, the dates for completion being as follows:—

From Calgary northward, 100 miles, by the 1st of November, 1891; the balance to Edmonton within two years thereafter.

From Calgary southward, 50 miles, by the 1st of November, 1892, and to a point on the Old Man's River, by the 1st of November, 1893; the balance to the International boundary by a date to be fixed by the Governor in Council.

On the 6th July, 1891, permission was given to open the first 100 miles north from Calgary for traffic; and on the 10th of August, 1891, the whole road from Calgary to Edmonton, 192 miles, was officially reported as fit to be opened. The 25th of July, 1891, has been formally fixed as the date at which the whole road was completed.

On the 7th of December, 1891, the first 50 miles southward from Calgary was officially reported as fit to be opened for public traffic, and on the 3rd of November, 1892, the Government Chief Engineer reported that the section from Calgary southwards to the north bank of Old Man's River, 104 $\frac{1}{10}$ miles, was completed according to contract.

An agreement has been entered into for the lease of this railway to the Canadian Pacific Railway Company.

Canadian Pacific Railway Company.

(See Nos. 17, 18 and 29.)

By an Order in Council of the 18th of May, 1889, but subject to approval by Parliament, a grant of lands, to the extent of 6,400 acres per mile, in favour of the Canadian Pacific Railway Company, was authorized in aid of the construction of a branch from a point at or near Brandon, on their main line, south-westerly to or near Township 3, Range 27, west of the 1st Principal Meridian, and thence westerly, a total distance of 100 miles—this they term their "Souris Branch;" also, for a line, 25 miles, running from such point in Township 3, easterly to Deloraine, the western terminus of the existing line of the Manitoba South-western Colonization Railway, making in all 125 miles subsidized, and the total grant 800,000 acres. A further Order of the 18th of June, 1889, authorized the conveyance of the subsidy on completion of each 20-mile section.

By the Land Subsidy Act 53 Vic., ch. 4, this grant was confirmed.

By the Land Subsidy Act of 1891, 54-55 Vic., ch. 10, a subsidy of 6,400 acres per mile, for a further distance of about 60 miles, to La Roche Percée, was granted.

The company duly filed plans showing the location of this branch from Kemnay, a station on their main line, 8 miles west of Brandon, to Melita, in Township 3, Range 26, west; and from Melita east to Deloraine. On the 30th January, 1891, the portion between Kemnay and Airdrie was officially reported to be fit for traffic, and on the 26th of October, 1891, the company asked for inspection between Hartney and Melita.

On the 30th of August, 1892, the company asked for an inspection of the further portion between Melita and Estevan.

On the 7th of November, 1892, permission was given for the opening for public traffic of the section between Hartney and Melita, 26 $\frac{7}{10}$ miles.

On the 22nd of November, 1892, the practical completion of the section from Deloraine to Napinka, 18.01 miles, was officially reported. This forms part of the company's "Winnipeg, Gretna and Deloraine Branch;" the distance from Winnipeg to Napinka being 220 miles under traffic.

By an Order in Council of the 14th of June, 1889, but also subject to approval by Parliament, the grant of a subsidy to the Canadian Pacific Railway Company of land to the extent of 6,400 acres per mile was authorized for a branch starting from a point on the above mentioned south-westerly or "Souris" branch, and running to Glenboro', the length of railway so subsidized being stated to be about 60 miles, the subsidy to be conveyed on the completion of each 20-mile section.

By the Land Subsidy Act, 53 Vic., ch. 4, this grant was confirmed.

On the 26th of October, 1891, the company applied for inspection of the extension from Glenboro' to Nesbitt, this latter being 131 miles from Winnipeg. This railway from Winnipeg constitutes the company's "South-western Branch;" and at the close of the calendar year 1891, the whole distance from Nesbitt to Winnipeg was under traffic. It should be observed that the portion of their road between Winnipeg and

Glenboro' was formerly the Manitoba and South-western Colonization Railway, of which the Canadian Pacific Company became lessees.

Great North-west Central Railway Company.

(See No. 7.)

The construction of a line of railway to extend from Brandon, on the Canadian Pacific Railway, to Battleford, in the provisional district of Saskatchewan, a distance of about 450 miles, was contemplated by the North-west Central Railway Company (formerly the Souris and Rocky Mountain Railway Company); and under an Order in Council of the 29th of July, 1885, the privilege of purchasing land at the rate of \$1.06 per acre, to the extent of 6,400 acres per mile, previously accorded, was converted into a free grant of such land (subject to a charge of 10 cents per acre for survey), the grant being contingent on the due completion of their work in stated sections.

This concession did not result in the construction of any section of the road; and difficulties arising, and other applications being put forward for the work, the Act 49 Vic., ch. 11 (1886), granting aid to the extent of 6,400 acres per mile for the same, was made applicable either to the company named or to such other company as might undertake the construction of the road. The Great North-west Central Railway Company was incorporated by an Order in Council of the 22nd of July, 1889, in conformity with the provisions of the Act; a second Order, of the 3rd of August, amending such charter, and the whole being confirmed and ratified by the Act 51 Vic., ch. 85 (1888). A section of such charter giving running powers to the Canadian Pacific Railway was repealed by 52 Vic., ch. 67 (1889).

By an Order in Council, also of the 22nd July, 1886, the subsidy referred to was granted to this company, the contract itself being signed on the 12th of September, 1887. Under an Order in Council of the 1st of July, 1889, the contract time for completion was extended as follows:—

By the 1st of December, 1889,	50 miles.
do 30th do 1890,	100 do
do do do 1891,	150 do
do do do 1892,	150 do

450 miles.

A further Order in Council of the 16th of November, 1889, extended to the 31st of May, 1890, the time for the completion of the first 50 miles; and on the 3rd of September, 1890, an Order in Council was passed accepting this section as completed.

By an Order in Council, dated the 7th of December, 1891, extension of time has been accorded—subject to the condition that the first 50 miles would be effectively operated and maintained on and after the 15th of that month, as follows: 100 miles from the end of the first 50 miles by the 30th November, 1892, and 300 miles further (or whatever distance may be required to complete the road to Battleford) by the 30th of November, 1893.

The company reported the first 50 miles as having been opened for traffic on the 16th of December, 1891.

On the 20th of June, 1892, an Order in Council was passed approving of the proposed location for the second 50-mile section.

Lac Seul Railway Company.

(See No. 20.)

Under date the 13th of November, 1889, there was granted to the above company by an Order in Council, subject to the approval of Parliament, a subsidy in land to the extent of 6,400 acres per mile, towards the construction of a railway from a point near Shelley station, on the Canadian Pacific Railway, to a point near Mud Lake, on the Winnipeg River, about 18 miles; the road to be completed by the 1st November, 1891.

This grant was confirmed by the Land Subsidy Act, 53 Vic., chap. 4 (1890.)

No further action appears to have been taken.

Manitoba and North-western Railway Company.

(See Nos. 4 and 6.)

By the Act 48-49 Vic., ch. 60, authority was given for the grant of aid for a line from Portage la Prairie to the crossing of the south branch of the River Saskatchewan, 20 miles from Prince Albert, about 430 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 4th October, 1884, cancelling previous Orders. The time for completion was fixed by Order in Council of the 6th of May, 1885, as at the rate of 50 miles a year.

By the 1st of December, 1885, the company had built and equipped 131 miles of road.

By the Act 49 Vic., ch. 11 (1886), authority was given for the grant of aid for a branch of this railway from a point on the main line at or near Todburn to the River Assiniboine, near Shellmouth, about 26 miles, 6,400 acres per mile.

This grant was made to the company by Order in Council of the 24th of May, 1886. Under Orders in Council of the 10th and 21st of September, 1886, the line was permitted to start from Binscarth, the Order first named approving the location to Russell, up to which point the road has been built. This branch, 11½ miles long, is in operation.

By the Act 50 Vic., ch. 78 (1890), relative to this railway, the company were bound to complete 17 miles in the calendar year 1890, and 20 miles a year thereafter.

By the Act 55-56 Vic., ch. 45 (1892), disabilities arising under the foregoing act in consequence of non-completion of 20 miles during the then current year were removed.

The main line is in operation for traffic purposes from Portage la Prairie to Yorkton, 223 miles, permission to open the line from Saltcoats to Yorkton, 17½ miles, for traffic, having been given, after inspection, on the 18th December, 1891.

Manitoba and South-eastern Railway Company.

(See No. 24.)

This company was subsidized in lands by the Act 53 Vic., ch. 4 (1890), for a line from Winnipeg southerly or south-easterly to a point, on the west side of the Lake of the Woods, about 110 miles. A formal contract has been made with the company

under date the 3rd of June, 1892. Under this contract, the first 30 miles are to be completed by the 1st of September, 1892, 60 miles further by the 1st of September, 1893, and the whole road by the 1st of September, 1894. Plans of location of the first 30 miles starting from Winnipeg have been approved by an Order in Council passed on the 18th of March, 1892.

Manitoba South-western Colonization Railway Company.

(Leased to the Canadian Pacific Railway Company.)

(See annual report of 1891.)

Medicine Hat Railway and Coal Company.

(See No. 12.)

By the Act 50-51 Vic., chap. 23 (1887), authority was given for the grant to the above company of Dominion lands to the extent of 6,400 acres per mile for a railway from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal fields in or near Townships Nos. 12 and 13, Range 6, west of the 4th Principal Meridian, a distance of about 8 miles.

By an Order in Council of the 6th of July, 1887, the grant was made to the company accordingly, it being provided that the road should be completed and in operation by the 31st December, 1888.

By an Order in Council of the 24th of January, 1889, approval was given to a draft of a formal contract with the company, and an extension of time to the 2nd of June, 1890, was granted for completion of the road. A contract was signed on the 14th of February, 1889, for this work.

By the special Act 54-55 Vic., ch. 79 (1891), the charter of the company was revived and its powers were extended.

North-western Coal and Navigation Company.

(Leased to the Alberta Railway & Coal Company.)

(See Nos. 2, 9 and 13.)

By 48-49 Vic., ch. 60 (1885), aid was granted to this company for a line from Medicine Hat to the coal banks on the Belly River, about 10 miles, 3,800 acres per mile. This was amended by 50-51 Vic., ch. 22—the extent of land being increased to 3,840 acres per mile.

By an Order in Council of the 16th of March, 1885, approval was given to the location of the company's line, and on inspection, in October, 1885, of the road from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, 109 miles, an Order in Council of the 19th of October, 1885, accepted the road as completed.

It should be observed that by the Land Subsidy Act of 1889 a grant of 6,400 acres per mile for 50 miles, the distance between Lethbridge and the International boundary, was made under the name of this company. An Order in Council of the 14th of October, 1889, corrected the grant, as being intended for the "Alberta Railway and Coal Company," and the Act 53 Vic., ch. 3, made the necessary ratification.

By the Land Subsidy Act 53 Vic., ch. 4, (1890), a grant of 3,840 acres per mile for the distance between Lethbridge and the Crow's Nest Pass, about 100 miles, was

authorized in favour of the North-western Coal and Navigation Company, and an Order in Council of the 25th June, 1890, provided that on the completion of the first 50 miles from Lethbridge (by the 1st August, 1892) the lands applicable to this distance should be conveyed; conveyance to be made on the completion of each 10-mile section for the remainder of the distance (to be completed by the 1st of December, 1894.)

On the 25th June, 1890, a definite contract was made with this department by the company for the work between Lethbridge and Crow's Nest Pass, the dates for completion being those named above.

On the 15th of December, 1890, the road from Lethbridge to the International boundary, $64\frac{82}{100}$ miles was, after inspection, officially reported as completed and fit for traffic.

By the Act 53 Vic., ch. 85 (1890), powers were given for the lease of this railway to the Alberta Railway and Coal Company, and on the 1st of January, 1890, the railway property and assets were transferred, accordingly, by lease.

North-western Railway Company of Canada.

(Formerly the Alberta and Athabasca Railway Company.)

(See No. 15).

By an Order in Council dated the 21st of May, 1887, a grant of land was made, subject to the approval of Parliament to the Alberta and Athabasca Railway Company (the name of which was changed, as above, by the Act 52 Vic., ch. 65) from some point on the Bow River or Canadian Pacific Railway at or between Calgary and Crow Foot Creek, running northerly to a point on the River Athabasca, and crossing the North Saskatchewan at a point near the town plot of Edmonton, a distance of 300 miles, the subsidy being at the rate of 6,400 acres per mile. The first 50 miles, commencing at the southern terminus, were to be completed by the 20th of July, 1888, 100 miles in each of the two years following, and the whole road by the 20th of July, 1891.

By the Act 50-51 Vic., ch. 23, the above grant was confirmed.

By the Land Subsidy Act of 1889 (52 Vic., ch. 4), a subsidy was authorized in favour of the North-western Railway Company of Canada to the extent of 10,000 acres per mile, for a railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about 210 miles; also to the extent of 10,000 acres per mile for a railway from Calgary southerly to Lethbridge, a distance of about 120 miles.

The Act 52 Vic., ch. 65 (1880), by which the change of name was authorized, gave power for further railway construction. This Act called for completion of 100 miles northwards from the Canadian Pacific Railway towards Edmonton by the 1st of December, 1890, and the remainder to Edmonton by the 1st December, 1891; also of the line south to Lethbridge or to a point on the International boundary by the 1st of December, 1892.

Nothing appears to have been done in connection with this railway.

Qu'Appelle Long Lake and Saskatchewan Railroad and Steamboat Company.*(Leased to the Canadian Pacific Railway Company).*

(See annual report for 1891).

Red Deer Valley Railway and Coal Company.

(See Nos. 14 and 26.)

This company was incorporated by the Act 52 Vic., ch. 52, for the construction of a railway from a point near Calgary, N.W.T., to a point on the Red Deer River, in Township 32, Range 21, west of the 4th Principal Meridian, the route being defined; also from a point at or near Cheadle station, on the Canadian Pacific Railway, northerly to a point of junction with the line from Calgary, in or near Township 26, Range 25, west of the 4th Principal Meridian, with other branches indicated.

On the 28th of November, 1888, an Order in Council authorized the grant, subject to approval by Parliament, of a subsidy in land to the extent of 6,400 acres per mile for the line from Cheadle station to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles. This was confirmed by the Land Subsidy Act, 52 Vic., ch. 4 (1889).

By the Act 54-55 Vic., ch. 9, the above subsidy was cancelled, and in lieu thereof there was granted a subsidy, not exceeding 6,400 acres per mile, for the company's railway from Calgary to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles.

Winnipeg and Hudson's Bay Railway and Steamship Company.*(See No. 1, and special Act 54-55 Vic., ch. 81.)*

By 47 Vic., ch. 25, clause 7 (1884), authority was given for the grant of aid for a line from some point on the Canadian Pacific Railway to Hudson's Bay, viz., for each mile in Manitoba 6,400 acres, and in the North-west Territories 12,800 acres.

In the year 1880, by Act 43 Vic., ch. 59, there was incorporated the "Winnipeg and Hudson's Bay Railway and Steamship Company," with powers for the construction of a line from Winnipeg to or near Port Nelson, Hudson's Bay.

In 1884 this Act was amended (by chapter 70), and the company were authorized to commence their line either from Winnipeg or from some point between Selkirk and Portage la Prairie, extending to Port Nelson and Churchill, or some other point on Hudson's Bay; also to construct a branch from any point on their main line to the Canadian Pacific Railway, west of Lake Winnipegosis, construction to be carried on at the rate of at least 50 miles a year.

By the same Act, a previous Act authorizing the amalgamation of this company with the Nelson Valley Railway and Transportation Company was repealed, and authorization was given for the winding up of the company last named and the transfer to the Winnipeg and Hudson's Bay Company of all its property and interests.

By an Act passed in 1886 (59 Vic., ch. 73), the date for completion was fixed as the 2nd of June, 1890.

By an Order in Council of the 11th of May, 1885, all previous Orders in this connection were cancelled, and there was granted to the Winnipeg and Hudson's Bay Railway and Steamship Company a subsidy in land, as follows:—

Division A.—From the Canadian Pacific Railway to the northern boundary of Manitoba—estimated distance, 225 miles.....	1,440,000
Division B.—From the boundary to the terminus near the mouth of the Nelson River, Hudson's Bay—estimated distance, 425 miles.....	5,440,000
Division C.—The Branch, from a point on the main line, near the northern extremity of Lake Winnipeg, to intersection with the Manitoba and North-western Railway—estimated distance not to exceed 250 miles (grant to be subject to approval by Parliament).....	<u>1,600,000</u>

The time for completion was fixed by this Order as 50 miles on division A or B by the 19th of April, 1887, and 50 miles a year thereafter until completion of main line; but if the main line was not completed by the 11th of May, 1890, they were to forfeit their right to a grant for their branch line, which must itself be completed by the 11th May, 1893.

In April, 1888, the Chief Engineer of Government Railways reported, showing that 40 miles of road were completed, with the exception of certain station buildings, &c.

By an Order in Council dated the 16th of September, 1891, the dates for the completion of the company's road have been extended as follows:—

From the end of the 40 miles already built to a point on the south shore of the River Saskatchewan, near the western end of Cedar Lake, or between Cedar Lake and Grand Rapids, a distance of about 250 miles, by the 21st of June, 1894 (the limit allowed by their charter as amended by 53 Vic., ch. 80). This Order in Council approved of the draft of a definite agreement to be made with the company for the work, and this agreement was duly signed on the 18th of September, 1891.

By the special Act 54-55 Vic., ch. 81, the entry into a contract with this company was authorized for the conveyance of men, supplies, materials and mails over the portion of this line between Winnipeg and the River Saskatchewan, for an annual payment of \$80,000 a year, for 20 years. Under authority of an Order in Council, an agreement was made with the company accordingly on the 18th of September, 1891.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 8.)

By the Act 49 Vic., ch. 11, (1886), the grant of aid was authorized for a railway from a point in Township 4, Range 30, west of the 2nd Meridian, passing through Fort Qu'Appelle, to the Manitoba and North-western Railway, about 240 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 24th May, 1886, for the portion between Fort Qu'Appelle and the Canadian Pacific Railway, to be completed by the 1st November, 1887, and 50 miles a year thereafter.

This Order was amended by an Order of the 7th of July, 1887, the company being allowed one year from the 1st of January, 1887, for the completion of the first 50-mile section (after completion by the 1st of November, 1887, of the portion be-

tween the Canadian Pacific Railway and Fort Qu'Appelle,) the rate of construction to be 50 miles each year, subsequently, until completion of the road.

By a further amending Order in Council of the 22nd of November, 1887, the company were granted an extension of time for the completion of the portion between Fort Qu'Appelle and the Canadian Pacific Railway, namely, up to the 31st of July, 1888; 100 miles of the road to be completed and in operation by the 31st of December, 1888, as required by the preceding Order.

- By the special Act 52 Vic., ch. 66 (1889), the section of a previous Act giving this company power to construct a railway on the route above indicated was repealed, and they were empowered to construct a line from a point on the International boundary line, at or near Range 16, west of the 2nd Principal Meridian, in a northerly direction by Qu'Appelle station to Fort Qu'Appelle, thence in a north-easterly direction to a point at or near the north-west corner of Lake Winnipegosis; the portion between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle to be completed by the 1st August, 1890, and the whole road by the 16th of April, 1896.

By the Land Subsidy Act of 1889, 52 Vic., ch. 4, the subsidy provided by the Act 49 Vic., ch. 11, was made available for this new line.

By the Act 53 Vic., ch. 83 (1890), the statutory time for the construction of the portion of this railway between the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 1st of August, 1892—the balance of the road to be completed at the rate of 50 miles a year thereafter.

This Act was repealed by the Act 55-56 Vic., ch. 63 (1892), and the time for the completion of the railway between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1894, the railway to be completed at the rate of 20 miles each year thereafter.

Powers were given to convey or lease the road to the Canadian Pacific Railway Company, the Manitoba and North-western Railway Company, the Great North-west Central Railway Company, or the Winnipeg and Hudson Bay Railway Company.

RAILWAY LEGISLATION OF THE SESSION OF PARLIAMENT.

55-56 VICTORIA, (1892.)

CHAP.

- 5 An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.
- 27 An Act further to amend the Railway Act.
- 30 An Act respecting the Alberta Railway and Coal Company.
- 31 An Act respecting the Belleville and Lake Nipissing Railway Company.
- 32 An Act to incorporate the Buckingham and Lièvre River Railway Company.
- 33 An Act respecting the Canada Atlantic Railway Company.
- 34 An Act respecting the Canada Southern Railway Company.
- 35 An Act respecting the Canadian Pacific Railway Company.
- 36 An Act to incorporate the Canso and Louisbourg Railway Company.
- 37 An Act respecting the Chignecto Marine Transport Railway Company, Limited.
- 38 An Act respecting the Cobourg, Northumberland and Pacific Railway Company.

- 39 An Act respecting the Grand Trunk Railway Company of Canada.
- 40 An Act respecting the Great Northern Railway Company.
- 41 An Act respecting the Lake Manitoba Railway and Canal Company.
- 42 An Act to revive and amend the Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.
- 43 An Act respecting the London and Port Stanley Railway Company.
- 44 An Act to amend an Act to incorporate the Manitoba and Assiniboia Grand Junction Railway Company.
- 45 An Act respecting the Manitoba and North-western Railway Company of Canada.
- 46 An Act respecting the Manitoba and South-eastern Railway Company.
- 47 An Act respecting the Midland Railway of Canada.
- 48 An Act respecting the Montreal and Lake Maskinongé Railway Company.
- 49 An Act respecting the Montreal and Western Railway Company.
- 50 An Act respecting the Nicola Valley Railway Company.
- 51 An Act respecting the Nipissing and James' Bay Railway Company.
- 52 An Act respecting the Ontario Pacific Railway Company.
- 53 An Act respecting the Ottawa City Passenger Railway Company.
- 54 An Act to incorporate the Ottawa Valley Railway Company.
- 55 An Act to revive and amend the Acts respecting the Ottawa, Waddington and New York Railway and Bridge Company.
- 56 An Act respecting the Pontiac Pacific Junction Railway Company.
- 57 An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
- 58 An Act respecting the St. Catharines and Niagara Central Railway Company.
- 59 An Act respecting the St. John and Maine Railway Company and the New Brunswick Railway Company.
- 60 An Act to confirm an agreement between the Tobique Valley Railway Company and the Canadian Pacific Railway Company.
- 61 An Act respecting certain railway works in the City of Toronto.
- 62 An Act to incorporate the Winnipeg and Atlantic Railway Company.
- 63 An Act respecting the Wood Mountain and Qu'Appelle Railway Company.
- 64 An Act to revive and amend the Act to incorporate the Brockville and New York Bridge Company.
- 65 An Act to incorporate the Burrard Inlet Tunnel and Bridge Company.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways being Chairman of the Railway Committee of the Privy Council, on which certain extensive duties are imposed by the Railway Act, it seems proper that a brief record should here be made of the several cases heard before this committee during the year, and the decisions arrived at.

The following cases have been heard during the period from January to December, 1892:—

Changes in positions of tracks of the Canadian Pacific and Grand Trunk Railway Companies at the eastern entrance of their railways into the city of Toronto—crossings of Mills, Parliament and Berkeley streets, and deviation of Berkeley street. Authorized.

Widening of the Queen street subway in the city of Toronto, the opening up of Dufferin street into the same, and the building of a subway under the Grand Trunk and Canadian Pacific Railways on the line of Dufferin street, and apportionment of the cost between the city and the railway companies. Decision—Committee has no jurisdiction under terms of application.

Application of the Ontario Express and Transportation Company for certain express facilities over the Grand Trunk Railway system. Not granted.

Apportionment between the city of Toronto and the county and township of York of the cost of certain protection ordered by the Committee at the crossings by the Canadian Pacific Railway of Dufferin and Bathurst streets in said city. Pending.

Change of angle, as authorized, of the crossing by the Port Arthur and Neebing Electric Street Railway of the Port Arthur, Duluth and Western Railway, in the town of Port Arthur. Change approved.

Interlocking switch at the crossing of the Buctouche & Moncton and Intercolonial Railways. Approved. Trains allowed to pass without stopping.

Reduction of number of tracks of the Canada Atlantic Railway Company crossing Elgin, Metcalfe and O'Connor streets, in the city of Ottawa, to one track. Adjourned to enable the city to submit an alternative scheme, and name the amount of compensation they are prepared to make to the company for the removal of their tracks.

Extension of Royce Avenue, in the city of Toronto, across the Grand Trunk (Northern) Railway. Authorized.

Culvert under Central Vermont Railway and ditch through lands of same.—As to whether the railway company or the municipality should pay cost of enlargement:—Question as to the culvert to be dealt with by the Department of Railways and Canals. As to the ditch, to await further representations from the municipality.

Crossing by Ottawa Electric Street Railway of Canadian Pacific Railway near St. Patrick's Street Bridge, in the city of Ottawa, protection at. Attention of the companies ordered to be called to this matter.

Overhead crossing of the Grand Trunk Railway by Notre Dame Street at St. Henri, in the city of Montreal. For approval of the plan of a proposed new bridge. Not sanctioned.

Substitution of a double draw for a single draw on the Stanstead, Shefford and Chambly Railway Bridge crossing the Richelieu River. Approved.

Introduction of interlocking apparatus at the crossing by the Beauharnois Junction Railway of the Canada Atlantic Railway. Ordered that trains be allowed to pass without stopping, on the usual conditions.

Introduction of interlocking apparatus at the crossing by the Toronto Belt Line Railway of the Canadian Pacific Railway at Lambton, near Toronto. Canadian Pacific trains, &c., authorized to pass without stopping, on the usual conditions.

Crossing at rail level by the Davenport Street Railway of the Grand Trunk Railway on the Davenport Road, in the township of York, and of the Grand Trunk and Canadian Pacific Railways on the St. Claire Avenue, in the town of Toronto Junction. Places of crossing, and mode of protection recommended by Government Chief Engineer approved.

Introduction of interlocking apparatus at the crossing by the Toronto Belt Line Railway of the Canadian Pacific Railway at Lambton, near Toronto. Engines and trains of the Toronto Belt Line Railway, coming from the south, authorized to pass without stopping, on the usual conditions.

Crossing at rail level by the Yarmouth Street Railway of the Western Counties Railway on Main street, in the town of Yarmouth, N. S. Place of crossing and a certain mode of protection approved.

Branch line of the Erie and Huron Railway to the Government Wharf at Rondeau Harbour. New plans approved, and new order authorizing construction of the branch issued, a previous order having been rescinded.

Overhead crossing by Queen Street and Street Railway of the Don River and the Canadian Pacific and Toronto Belt Line Railways in the city of Toronto—and apportionment of cost. Adjourned.

Protection at crossing at rail level by the Canadian Pacific Railway of Adelaide street, in the City of London. Pending.

Street crossings of the Canadian Pacific Railway, in the village of Mégantic. Pending.

* Crossings at rail level by the Westminster and Vancouver Tramway Company's track of the Canadian Pacific Railway on Columbia street, in the city of New Westminster. Discharged.

Interlocking apparatus at crossing of the Canada Southern and London and Port Stanley Branch.—Apportionment of cost of. Previous order varied.

Protection at crossing of the Burlington Channel, near Hamilton, by the Grand Trunk Railway. Pending.

Wonham street crossing of the Grand Trunk Railway, in the town of Ingersoll. Level crossing ordered.

Crossing at rail level by the Grand Trunk Railway of the Canadian Pacific Railway, near Glencoe. Place of crossing and mode of protection approved.

Keele Street North Subway under the Grand Trunk and Canadian Pacific Railways—Application for extension of time for completion of. Pending.

Crossing at rail level by the Ottawa, Arnprior and Parry Sound Railway of the Canadian Pacific Railway on lot 15, in the 2nd Con., O. F., township of Nepean. An overhead crossing approved.

Branch line to connect the Atlantic and North-west Railway with the Stanstead, Shefford and Chambly Railway at Iberville, P. Q. Sanctioned.

Davenport Street Railway crossing of the Grand Trunk Railway on the Davenport Road, and of the Grand Trunk and Canadian Pacific Railways on St. Claire Avenue, near Toronto. Application from the Street Railway Company for an amendment of the order issued.

Protection at crossing by the Port Arthur and Neebing Electric Street Railway of the Port Arthur Duluth and Western Railway. Application for amendment of order that the street Railway should pay cost. Judgment reserved.

Running powers by the Fredericton and St. Mary's Railway Bridge Company over the track of the Canada Eastern Railway at Gibson, and junction of the former

company's road with the latter. Running powers granted, and place of junction and mode of protection approved.

Overhead crossing by the Ottawa, Arnprior and Parry Sound Railway of the Canadian Pacific Railway in the city of Ottawa. Approved.

Location of the Thousand Island Railway along certain streets in the town of Gananoque. Approved.

Thousand Islands Railway Bridge across the mouth of the Gananoque River—Application for approval of site and plan of—Approved.

Protection at crossings, at rail level, of certain divisions of the Grand Trunk Railway which intersect each other, where trains were reported to pass without stopping, no interlocking apparatus being provided. Company communicated with, and orders given that trains are to stop at these points, as required by the Statute.

Interlocking apparatus at crossing by the Canada Southern Railway of the Montrose Drawbridge over the Chippawa Creek, Welland Canal. Approved. Trains and engines allowed to pass without stopping.

Branch line of the Canadian Pacific Railway from Orangeville to the Nottawasaga Stone Quarries in the township of Mono, Ont. Sanctioned.

Diversions of highways by the Montreal and Western Railway Company in the parish of St. Faustin, county of Terrebonne, P. Q. Approved

Branch line of the Canadian Pacific (Ontario and Quebec) Railway from the Ayr Station to Goldie's Mills. Sanctioned.

Canada Southern Railway Company's application to be allowed to dispense with packing between wing rails and railway frogs during certain periods of the year. Pending.

Crossing at rail level by the Kingston, Napanee, and Western Railway of the Kingston and Pembroke Railway near Harrowsmith. Postponed at request.

CANALS.

The canal systems of the Dominion, under Government control, in connection with lakes and navigable rivers, are as follows :—

1. The River St. Lawrence and lakes.
2. The Richelieu navigation, from the St. Lawrence to Lake Champlain.
3. The River Ottawa.
4. The Rideau navigation, from Ottawa to Kingston.
5. The Trent navigation.
6. St. Peter's Canal, Bras d'Or Lake, Nova Scotia.

The following list shows the total amount charged to capital account, expended by the Government for construction and enlargement of each of the canals of the Dominion; embracing the period prior to Confederation and extending down to the 30th June, 1892 :—

Lachine Canal.....	\$ 9,240,701 30
Beauharnois Canal.....	1,611,690 26
Soulanges Canal (under construction).....	54,235 76
Williamsburg Canals (being enlarged).....	2,568,357 84
Cornwall Canal (being enlarged).....	4,297,038 22
St. Lawrence River and Canals, surveys, &c.....	890,534 97
Murray Canal.....	1,216,631 47
Welland Canal.....	23,754,034 67
Sault Ste. Marie Canal (under construction).....	885,543 20
Ste. Anne Canal.....	1,170,215 63
Carillon and Grenville Canals.	4,025,346 00
Culbute Canal.....	379,494 46
Rideau Canal, (including the Perth branch).....	4,560,285 60
Trent Canal.....	1,082,521 40
St. Ours Lock.....	121,537 65
Chambly Canal.....	637,206 76
St. Peter's Canal.....	645,183 35
Total.....	<u>\$57,140,558 54</u>

In addition to the above there has been expended as follows, chargeable to Income:—

Renewals	1,740,012 29
Repairs... ..	4,346,042 58
Staff and maintenance.....	<u>5,317,072 55</u>

Making the total expenditure..... \$68,548,685 96

NOTE.—Details as to the above will be found in Appendix No. 2, p. 2.

The collection of the revenue derivable from the canals of the Dominion, formerly in the hands of the Department of Inland Revenue, was assumed by this Department, under an Order in Council of the 4th of June, 1889, as authorized by the Act 52 Victoria, chapter 19. Details relating to the Canals Revenue will be found in the appendix. "Canals Revenue and Statistics."

TOTAL EXPENDITURE AND RECEIPTS FOR THE YEAR.

The total expenditure on the several canals for the fiscal year ended 30th June, 1892, was as follows:—

Construction.....	\$1,637,819 40
Repairs.....	239,800 68
Staff and maintenance	<u>349,478 51</u>

The total gross receipts for the year amounted to the sum of \$379,423.67, including tolls, \$326,469.83, of which there was refunded \$54,948.43, making the net revenue \$324,475.24. (See appendix 1, p. 1.)

In appendix 1, pages 2 to 13, will be found statements showing the yearly expenditures, and the total cost on each canal, since Confederation.

The following statement shows the amount collected on each canal for Canal Revenue proper, and hydraulic rents, &c., during the Fiscal Year ended 30th June, 1892.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.	Hydraulic Rents, &c.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland	193,808 45		594 70	177 69	7,162 40	201,743 24
St. Lawrence.	66,604 51	4,643 33	161 10	14,644 91	23,837 80	108,891 65
Chambly	19,249 94		13 00	75 30	220 00	19,558 24
Ottawa	38,546 95		10 00	8 00	25 00	38,589 95
Rideau	5,617 10	131 18	20 00	314 70	749 45	6,832 43
Trent Valley	688 84			72 00	90 00	850 84
St. Peters	2,317 03			3 28		2,320 31
Murray	637 01					637 01
Total	326,469 83	4,774 51	798 80	15,295 88	32,084 65	379,423 67
Less—Refunds of tolls						54,948 43
Net Revenue						324,475 24

It seems proper here to record, briefly, certain facts relative to the tolls charged for the passage of wheat and other food products through the Welland and the St. Lawrence Canals.

In the year 1882, tolls on the Erie Canal were abolished.

In the year 1884, on urgent representations from shippers and others interested in the grain trade, Orders in Council were passed with a view to meeting this abolition of Erie Canal tolls. They reduced for the then current season, by one half, the tolls for passage through the Welland and the St. Lawrence Canals on wheat and certain other food products shipped for Montreal or other Canadian ports east of Montreal.

In the following year, 1885, tolls were further reduced on such products to 2 cents a ton, and thenceforward, year by year, up to and including 1891, this concession has been made by special Orders in Council.

In the year 1892 the reduction was conditioned by the provision that it should be applicable only to products actually exported.

In August, 1892, the United States adopted a system of tolls on the Sault Ste. Marie Canal, levying 20 cents per ton on all freight carried "to any port in the Dominion of Canada." It may be noted that the Sault Ste. Marie Canal was transferred from the control of the State of Michigan to that of the Federal Government with the distinct proviso that it should be, forever, free from toll, and that such transfer took place subsequently to the Treaty of Washington and the undertaking of the State, conformably thereto, that British subjects should have the use of the Canal on terms of equality with the inhabitants of the United States.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, affords a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,260

statute miles. The distance to Duluth is 2,384 miles. (A table giving the intermediate distances will be found in Appendix 14, p. 148.)

The difference in level between the point on the St. Lawrence near to Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Gallops and Welland. Their aggregate length is 70½ miles; total lockage (or height directly overcome by locks) is 533½ feet; number of locks, 53.

Communications between Lakes Huron and Superior is obtained by means of the Sault Ste. Marie Canal, situated on the United States side of the river.

This canal is a little over a mile in length, with a bottom width of 100 feet, and has one lock, the dimensions being:—length 515 feet, width 80 feet, gate openings 60 feet wide, with 16 feet of water on the sills, and a lift of about 18 feet. By it there is afforded a 16 foot navigation between the two lakes.*

Steps have been taken by the Dominion Government for the construction of a lock and canal on the Canadian side, a general description of which will be found further on in the present report. (See appendix 12, p. 142).

* From the report of the Chief of Engineers, U. S. army, dated the 23rd of September, 1891, for the fiscal year ended the 30th June, 1891, *the last available*, it appears that the construction of the proposed new and larger lock is in progress, taking the site occupied by the two old locks built in 1855, the canal itself being deepened to correspond, so as to give a navigable depth of 20 feet. The dimensions of the new lock will be—length 800 feet between gates, width 100 feet throughout, with 21 feet of water on the sills, with a single lift, approximating 18 feet. The estimated cost of this new lock and work of canal deepening is set down at \$4,738,865. For this work an appropriation of \$250,000 was made by Congress in August, 1886. The total expenditure up to the 30th of June, 1891, was \$587,676.74. On the 1st of July, 1891, there was an unexpected balance of appropriations amounting to \$2,187,335.44. For the fiscal year ending on the 30th June, 1893, an additional sum of \$2,000,000 can, it is stated, be profitably expended, in view of the importance of completing the work at the earliest possible date, the enormous traffic being now dependent on a single lock.

From the same report and its appendices it appears that during the fiscal year ended the 30th of June, 1891, the canal now in operation was closed on the 3rd December, 1890, and opened on the 27th April, 1891: being opened for 221 days; that 9,541 vessels, etc., passed through, carrying 8,338,981 tons of freight and 26,226 passengers, the number of lockages being 4,614. The cost of operation and care of the canal during the fiscal year 1890-91 was \$45,417.66, which includes in repairs \$13,046.29.

A special report deals with the operation of the canal during the *season of navigation* of the calendar year 1890. From this it appears that during the season the canal was opened for 228 days, that 10,557 vessels passed through in 4,970 lockages, carrying 9,041,213 tons of freight and 24,856 passengers, the total value of freight being \$102,214,948.70.

The total number of registered craft using the canal during the season was 598, of which 369 were steam and 229 sailing vessels. The largest single cargo carried by a steamer was 2,946 tons, and the largest by any vessel was 3,021 tons, carried by a barge. There were 90 steamers carrying 2,000 tons and upwards, and 21 sail vessels carrying 2,000 tons and upwards.

The total amount of freight paid was \$9,472,214.90; the total mile-tons (the number of miles run multiplied by the freight tonnage) was 7,207,299,415; the cost per mile per ton was 1.3 mills. The average distance freight was carried was 797.2 miles. The principal items of freight were as follows:—Wheat, 16,217,370 bushels; corn, 1,870,406 bushels; flour, 3,239,104 barrels; coal, 2,176,925 tons; iron ore, 4,774,768 tons (the ton is the net ton of 2,000 lbs.) The report states that the average cost of transportation per ton per mile, including terminal charges, was, for the year 1890, 1.3 mills, as against 1.5 mills in the years 1889 and 1888, and as against 2.3 mills in the year 1887.

Compared with the previous season of 1889, there was an increase in all classes of freight except wheat, grain other than wheat, pig iron, and silver ore and bullion, in which items there was a slight decrease.

The total valuation of all the vessels using the canal in the season of 1890 is set down at \$29,635,500, against a total valuation in 1887 of \$19,773,950.

In connection with the enlargement of this canal there has been undertaken, and is in progress, the work of improving the southern channel of the river below the falls, known as the Hay Lake channel in American waters. It is proposed to make a channel 300 feet wide, and of a navigable depth of 20 feet. The improved route will leave the present navigable channel of the river at a point, Sugar Island rapids, about 2½ miles below the canal; will pass through these into Hay Lake; then by way of Middle Neebish: rejoining the present navigable channel at the foot of Sugar Island; saving a distance of 11 miles (16 miles in place of 27), and giving a route which can be so marked by lights as to be navigable at night, an advantage which is not to be afforded by the present channel, except by the use of many lights. The estimated cost of the work is set down in the report of the U. S. engineers, quoted, at \$2,659,115. The total expenditure up to the 30th June, 1891, amounted to \$828,823.08.

The following is a brief summary of the chief points in connection with the scheme of canal enlargement on the through line of navigation between tide water and Lake Superior now being carried on.

The general enlargement scheme comprises locks of the following dimensions :—Length, 270 feet between the gates ; width, 45 feet ; with a navigable depth of 14 feet of water over the sills.

Lachine Canal.—On the Lachine Canal the foundations of the permanent structures were put down to the full depth for vessels drawing 14 feet, but for about $6\frac{1}{2}$ miles the canal itself has yet to be lowered 2 feet to obtain this depth. The bottom is chiefly rock.

Lake St. Louis.—For about four miles above the head of the Lachine Canal Lake St. Louis is obstructed by numerous shoals, consisting principally of hard material, the removal of which is necessary to form a channel suitable to the enlarged 14 feet navigation.

Soulanges Canal.—Between Lakes St. Louis and St. Francis there is a rise of about 83 feet in the river, which is at present surmounted by the Beauharnois Canal, on the south shore of the St. Lawrence. The enlarged scale canal (the Soulanges) is being constructed on the north shore of the river.

Lake St. Francis.—In Lake St. Francis the obstructions to a 14 feet navigation are of minor importance, and are found chiefly near its upper or western end, where there are some shoals to be removed.

Cornwall Canal.—The works of the Cornwall Canal are all under contract. The two lower locks, &c., were completed in 1882. The four other locks, weirs, &c., are now practically completed. The excavation of the canal proper is in progress.

Farran's Point Canal.—Nothing has been done towards the enlargement of the canal at Farran's Point, but the necessary surveys have been completed.

Rapide Plat Canal.—At the Rapide Plat the guard lock is finished and in use ; the works remaining to be done to complete the enlargement are in progress.

Between the Cornwall Canal and the Galops Canal the river reaches require to be deepened or improved at certain points.

Galops Canal.—The Galops Canal is $7\frac{1}{2}$ miles in length ; it is composed of two, originally separate, canals, the Iroquois 3 miles long, and the Galops $2\frac{1}{2}$ miles long, which were afterwards united, it being found that there was not sufficient depth of water in the Iroquois Canal without the supply from the head water so afforded.

The rapids thereby avoided are the Iroquois, the Cardinal and the Galops. Of these, the Iroquois and the Cardinal are very strong currents rather than rapids.

This canal is being enlarged for a distance of about 4,000 feet from the upper entrance to a point below the Galops Rapids, where a new lock will give access from the river. With the exception of preliminary surveys, nothing has yet been done towards the enlargement of the remainder of the canal.

From the upper entrance of this canal to the Prescott reach, a distance of about three miles, the present circuitous and, in parts, shallow channel lies across what is known as "Flat Rock" shoal, and runs through American waters. The improvement and utilization of the north or Canadian channel of the river is a part of the general scheme of enlargement.

Welland Canal.—The enlargement of this canal is completed.

Sault Ste. Marie Canal.—Work is in progress on this canal.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal.....	8½ statute miles.	8½ statute miles.
Number of locks.....	5	5
Dimensions of lock.....	200 feet by 45 feet.	270 feet by 45 feet.
Total rise, or lockage..	45 "	45 "
Depth of water { at two locks..	16 "	18 "
{ at three locks	9 "	14 "
Mean width of new canal.....		150 "

The depth of the canal between locks is at present adapted to vessels of only 12 feet draught.

The canal now consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two entrances at each end.

This channel extends from the city of Montreal to the town of Lachine, overcoming the St. Louis Rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle-Isle.

The scheme for the enlargement of this, in common with the other canals of the St. Lawrence, contemplated the affording a navigable depth of 15 feet throughout. The improvement immediately in view, however, was only intended to furnish a navigable depth of 12 feet in the canal proper, and accordingly, on the following reaches, namely, between Lachine and Côte St. Paul, Côte St. Paul and St. Gabriel, and between St. Gabriel and Wellington Basin, the channel has been adapted to navigation by vessels of 12 feet draught only. All permanent works on the canal, such as locks, bridges, side walls and culverts, have been built to afford a navigable depth of 14 feet. Through Lake St. Louis down to the Lachine Canal—a distance of about 15 miles—the existing channel, which is wide and deep, would be available for about 11 miles. Over the lower four miles, however, the channel will require to be deepened and widened at a number of places. Some experimental dredging has been carried on in order to determine the nature of the material to be removed, and the best way of dealing with it.

The canal was closed on the 30th of November, 1891, and opened on the 1st of May, 1892.

Two accidents to the works occurred during the year. On the 20th of October, 1891, the barge "Maggie" ran into Brewster's Bridge, displacing it and causing breakages. On the 30th of the same month the lower gates of old lock No. 1, were carried away.

The navigation of the canal was not affected by either accident.

The water level was satisfactorily maintained throughout the year.

The report of the Superintending Engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (App.5, p. 101.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$ 87,852 35
Renewals, chargeable to income.....	27,480 80
Repairs	67,499 62
Staff and maintenance.....	52,729 37
Total.....	\$235,561 14

BEAUHARNOIS CANAL.

Length of canal.....	11½ statute miles.
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total rise or lockage.....	82½ feet.
Depth of water on sills	9 "
Breadth of canal at bottom.....	80 "
Breadth of canal at water surface.....	120 "

This canal commences on the south side of the St. Lawrence, 15½ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and passes the three rapids known, respectively, as the Cascades, the Cedars and the Coteau.

The canal was closed on the 1st of December, 1891, and was reopened for traffic on the 30th of April, 1892.

No accident or interruption to navigation occurred during the year.

Details of repairs will be found in Appendix 5, p. 101.

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income.....	1,696 23
Repairs.....	14,999 80
Staff and maintenance.....	20,050 01
Total..	\$ 36,746 04

CORNWALL CANAL.

Length of canal.....	11½ statute miles.
Number of locks..	6
Dimensions of locks (three).....	200 feet by 55 feet.
“ of two lower entrance locks and the guard lock.....	270 by 45.
Total rise or lockage.	48 feet.
Depth of water on sills.....	9 "
“ at the two lower entrance locks	14 "
Breadth of canal at bottom (except at three culverts).....*	100 "
Breadth of canal at water surface.....	150 "

From the head of the Beauharnois to the foot of the Cornwall Canal there is a stretch through Lake St. Francis of 32½ miles, which is navigable for vessels of the size at present in use.

The Cornwall Canal extends past the Long Sault Rapids.

This canal was closed on the 5th of December, 1891, and reopened on the 1st of May, 1892.

*NOTE.— Though the bottom breadth is, as stated, 100 feet, it must be observed that this is the bottom breadth of the old, or 9 feet navigation canal.

All necessary repairs were carried out. No accident occurred during the fiscal year affecting navigation, but on the 3rd of August, 1892, the barge "Toronto," in tow, carried away the gates of lock No. 19, causing a delay of 28 hours.

Navigation was satisfactorily maintained notwithstanding a low stage of water during the early part of the season. (See Appendix 6, page 115.)

NEW WORKS.

The two locks at the new lower entrance (taking the place of three on the old line) were completed in 1882. Their dimensions are those of the general enlargement scheme, namely: length, 270 feet; breadth, 45 feet; depth of water, 14 feet. The basin between these two locks is 825 feet long. The guard-lock also is completed and in use.

The remaining three locks are all practically completed. The work of deepening and enlarging the prism of the canal is approaching completion.

The works in progress are described in detail in the appendices to the present report. (See Appendix 6, page 116.)

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$398,555 25
Renewals, chargeable to income.....	2,345 26
Repairs.....	9,864 36
Staff and maintenance.....	15,596 66
Total.....	<u>\$426,361 53</u>

WILLIAMSBURGH CANALS.

The Farran's Point, Rapide Plat, and Galops Canals are collectively known as the Williamsburgh Canals.

These canals were closed on the 12th of December, 1891, and reopened on the 20th of April, 1892.

No accidents of importance are reported, and navigation is stated to have been fairly well maintained.

Slight breaks and leakages occurred in January and February last in the embankment on the portion known as the Junction. These were repaired and the embankment was strengthened.

Tables showing the highest and lowest water on the lock sills of these canals from the year 1849 will be found in the appendices (See Appendix 6, page 126.)

The expenditure on these canals during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$376,545 32
Renewals, chargeable to income.....	797 83
Repairs.....	8,551 32
Staff and maintenance.....	9,458 33
Total.....	<u>\$395,352 80</u>

FARRAN'S POINT CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	1 "
Dimensions of lock.....	200 feet by 45 feet.
Total rise, or lockage.....	4 feet.
Depth of water on sills at ordinary water level..	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal on water surface.....	90 "

From the head of the Cornwall Canal to the foot of Farran's Point Canal the distance on the River St. Lawrence is 5 miles. The latter canal enables vessels ascending the river to avoid, if necessary, the Farran's Point Rapid. Descending vessels run the rapid with ease and safety.

The enlargement of this canal has not been commenced, but surveys have been made and plans prepared. (See Appendix 6, page 119.)

RAPIDE PLAT CANAL.

Length of canal.....	4 miles.
Number of locks.....	2
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	$11\frac{1}{2}$ feet.
Depth of water on sills	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of $10\frac{1}{2}$ miles. This canal was formed to enable vessels ascending the river to pass the rapid at that place. Descending vessels run the rapid safely.

NEW WORKS.

The enlargement of this canal in conformity with the proportions of the general scheme is in progress. The works consist of the enlargement of the channel way above, and for some distance below, the present guard-lock at the head of the canal, and the construction of a new guard-lock and a supply weir in connection with the old lock. The bottom of the channel, for a distance of about 1,000 feet below, and out into deep water, above the lock, about 700 feet, has been excavated to an extent sufficient to afford a navigable depth of 14 feet. The new lock was completed in 1888, and is in operation; the other works in that connection are also finished. Contracts for the enlargement of the remaining portion of the canal, including the lock at the lower outlet, were entered into in the month of January, 1891. The works are in progress. (See Appendix 6, page 119.)

GALOPS CANAL.

Length of canal.....	7 $\frac{1}{2}$ miles.
Number of locks.....	3
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

From the head of Rapide Plat Canal to Iroquois, at the foot of the Galops Canal, the St. Lawrence is navigable for 4 $\frac{1}{2}$ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Pointe Cardinal and the Galops.

NEW WORKS.

The works for the widening and deepening of the upper entrance, and for the construction of a lift-lock from the river below the Galops Rapids, about 4,000 feet from the upper entrance, together with a guard-lock and supply weir to the canal adjacent to that point were placed under contract in November, 1888. The guard-lock and lift-lock are both completed in readiness to receive their gates, and the other works are in progress.

It is proposed that, by the use of this new lift-lock, vessels qualified to stem the current of the Iroquois and Cardinal Rapids should dispense with about 7 miles of canal passage, traversing only the 4,000 feet between the lock and the upper entrance in order to pass the Galops Rapids. The late Chief Engineer, who designed this lock, did so with the idea of affording a route which should relieve much of the traffic of the canal.

No steps have, so far, been taken towards the enlargement of the 7 miles of the canal east of this lock, beyond the preliminary surveys.

In the river opposite the canal the formation of a new channel through the Galops Rapids was commenced in 1880 and was reported as completed in 1888. The channel so improved is about 3,300 feet in length and 200 feet wide. The intention of the Department was to afford a safe passage at a low stage of the river water (9 feet on the mitre sills of the lock at the upper entrance of the old Galops Canal) for vessels drawing 14 feet. It was considered advisable to allow a clear margin of 3 feet below the keel of a vessel of this draught, the depth to be, consequently, 17 feet. The engineer in charge of this work has reported the depth of this channel to be sufficient for the passage of vessels drawing 14 feet at the low stage of water (9 feet on the sills of the upper entrance lock).

On further examination it was found that, at certain points, the depth is less than 17 feet and during the past season a very close examination and survey has been made under the supervision of Mr. Kennedy, the Chief Engineer to the Montreal Harbour Commissioners, as an independent authority, which, it is expected will afford most accurate information as to the present width and depth of the channel. Mr. Kennedy's report has not yet been made.

The new channel is navigated by many of the large propellers and other vessels drawing over 9 feet of water.

To fully carry out the design, some minor work will be necessary in order to obviate certain cross currents, the action of which required to be ascertained by actual experience after the excavation of the channel.

During the past season the course of the channel has been indicated by buoys.

During the past season a location survey has been completed of what is known as the "north channel," from the head of the Galops canal to the head of Spencer's Island, a channel which, if improved, would afford a course shorter by $\frac{2}{3}$ of a mile than the southern channel in American waters now in use. (See Appendix 6, page 121).

MURRAY CANAL.

Length between eastern and western pier heads..... $5\frac{1}{2}$ miles.
 Breadth at bottom..... 80 feet.
 Depth below lowest known lake level..... 11 "
 No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

The works on this canal comprise a cut through the isthmus $4\frac{1}{2}$ miles long, and improvements in the way of dredging and other work to the entrance channels at either end, covering a total distance of $9\frac{1}{2}$ miles in all. There are no locks. The canal is crossed by four swing bridges.

Its western terminus is near the village of Brighton, in the harbour of Presqu'Île, from which point to Port Dalhousie, the entrance of the Welland Canal, the distance is less than 120 miles.

The canal is 80 feet wide at the bottom, the depth being, at low water, $12\frac{1}{2}$ feet.

The entrance from the lake to Presqu'Île harbour has a width varying from 1,000 feet outside the main light to 200 feet at the entrance of the channel. The maximum depth at the entrance is 16 feet at low water.

The canal was closed on the 16th of December, 1891, and reopened on the 6th of April, 1892.

The navigation of this canal was maintained satisfactorily and without accident, notwithstanding the continued lowness of the water level in Lake Ontario.

Advantage of this canal is taken by a large number of vessels. (App. 6, p. 123.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$5,964 22
Renewals, chargeable to income.....	Nil
Repairs.....	3,505 15
Staff and maintenance.....	5,803 48

Total..... \$15,272 85

WELLAND CANAL.

MAIN LINE, FROM PORT DALHOUSIE, LAKE ONTARIO, TO PORT COLBORNE,
LAKE ERIE.

	Old Line.	Enlarged or New Line.
Length of canal.....	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3).....		2
Number of locks { lift.....	26	} lift 25 guard 1
{ guard.....	1	
Dimensions.....	1 lock 200 x 45 1 " 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	} 270 feet x 45 feet.
Total rise, or lockage.....	326¾ feet.	326¾ feet.
Depth of water on sills.....	10½ "	14 "

WELLAND RIVER BRANCHES.

Length of Canal—Port Robinson Cut to River Welland.. . . .	2,622 feet.
" From the canal at Welland to the river, <i>viâ</i> lock at aqueduct	300 "
" Chippawa Cut to River Nia- gara.....	1,020 "
Number of locks—One at aqueduct and one at Port Robinson.....	2
Dimensions of locks.....	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland.....	10 feet.
Depth of water on sills.....	9 " 10 inches.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise, or lockage.....	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal.....	1¾ miles.
Number of locks.....	1
Dimensions of locks.....	185 by 45 feet.
Total rise or lockage	7½ feet.
Depth of water on sills	11 "

The Welland Canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, $11\frac{1}{2}$ miles, there are two distinct lines of canals in operation, the old line and the enlarged or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

The canal was opened in 1883 for vessels drawing 12 feet of water, and in May, 1887, for vessels drawing 14 feet.

The canal was closed to navigation on the 17th of December, 1891, and reopened on the 19th of April, 1892.

The operations of the year were conducted without any interruption to traffic of moment.

Tables will be found on page 136 showing the highest and lowest depth of water at the new entrance locks at Port Dalhousie and at Port Colborne, for each month throughout the past fiscal year.

The intermediate months between August, 1891, and May, 1892, show a continuance of the low water of the previous year.

Details as to repairs executed will be found in the appendix. (See Appendix 9, p. 134.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$29,541 21
Renewals, chargeable to income.....	9,008 80
Repairs.....	73,771 87
Staff and maintenance.....	104,673 73
Total.....	<u>\$216,995 61</u>

From the head of the Welland Canal there is a deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and the River St. Mary to within a short distance of the Sault Canal, a distance of about 394 miles. From the Sault the distance, through Lake Superior to Port Arthur, is 266 miles, and to Duluth 390 miles.

SAULT STE. MARIE CANAL.

This canal is being constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, will give communication between Lakes Huron and Superior.

At ordinary stages of the river water there is a difference of 18 feet in the levels of the water above and below this island. The length of the canal across the island is 3,500 feet. A considerable amount of excavation is required to form channels of approach both at the upper and at the lower entrances. The total length of this canal and its approaches will be about 18,100 feet.

For contract purposes, the work was divided into three sections, and contracts were entered into as follows:—For the lower entrance, on the 30th of January, 1889; for the upper entrance, on the 26th March, 1889, and for the canal and lift-lock on the 20th of November, 1888.

The scheme, as covered by these contracts, contemplated a lock chamber 600 feet long and 85 feet wide, with a depth of water on the sills of $16\frac{1}{4}$ feet at the lowest known water level; the width of the gate entrances to the lock to be 60 feet. This lock was designed to pass two vessels at one lockage.

This scheme was subsequently modified, and the lock is being constructed on the following dimensions adopted by an Order in Council of the 1st of April, 1892:—Length of chamber, 900 feet; width of chamber, 60 feet; gate width, 60 feet; depth of water on the sills, 19 feet at the lowest recorded water level. This depth, though calculated on a different basis (extreme low instead of "mean" water level), is intended to be the equivalent of the depth of the new American lock now under construction.

By the scheme, as so modified, accommodation will be afforded to three vessels lying in the lock one behind the other, one of the lake type, 320 feet long, and two of the Welland Canal type, 255 feet long, with ready means of entrance and exit on a course through the gates and lock straight with the line of the canal.

Under date the 8th of November, 1892, an agreement has been made whereby the work is to be so expedited as to enable the canal to be completed in readiness for use by the 1st of July, 1894.

The canal proper will have a width at low water level of 152 feet, and a bottom width of 145 feet. The depth will be made suitable to navigation at mean water level by vessels drawing 20 feet.

Details of the works will be found in the appendices. (See Appendix 12, page 142.)*

The expenditure on this work during the past fiscal year amounted to \$341,474.31, making the total expenditure up to the 30th of June, 1892, \$386,492.55. Since that date and up to the 31st of December, 1892, there has been expended the further sum of \$296,274.88, making the total expenditure of \$1,182,767.43.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine Canal, the navigation section of the lower River Ottawa, and the Ottawa River Canals, to the city of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine Canal the works constructed to overcome difficulties of navigation are:—

The St. Anne's Lock;	} Ottawa River canals.
Carillon Canal;	
Grenville Canal;	
Rideau Canal;	

* For information respecting the new American canal, see page 74 of the present Report.

The total lockage (not including that of the Lachine Canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour :—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal.....	8½	
From Lachine to Ste. Anne's Lock.....	15	23½
Ste. Anne's Lock and piers.....	1	23½
From Ste. Anne's Lock to Carillon Canal.....	27	50½
The Carillon Canal.....	¾	51½
From Carillon Canal to Grenville Canal.....	6½	57½
The Grenville Canal.....	¾	63½
From the Grenville Canal to entrance Rideau navigation.....	56	119½
Rideau navigation, ending at Kingston.....	126½	245½

STE. ANNE'S LOCK.

	Old Lock.	New Lock
Length of canal.	½ mile.	½ mile.
Number of locks.....	1 “	1 “
Dimensions of lock.....	190 x 45 feet.	200 x 45 feet.
Total rise, or lockage	3 feet.	3 feet.
Depth of water on sills.....	6 “	9 “

This work, with guide piers above and below, surmounts the Ste. Anne's Rapids between Ile Perrot and the head of the island of Montreal, at the outlet of that portion of the Ottawa River which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

This lock was closed to navigation on the 26th of November, 1891, and reopened on the 27th of April, 1892.

Navigation has been conducted without interruption during the year.

The work of strengthening the old Grand Trunk Railway pier at this point has been completed.

Both the old the new locks are available. (See App. 7, p. 127.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income.....	25,471 61
Repairs.....	1,666 21
Staff and maintenance.....	2,571 28

Total.....\$ 29,709 10

THE CARILLON CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	2
Dimensions of locks.....	200 by 45 feet.
Total rise, or lockage.....	16 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	110 "

This canal overcomes the Carillon Rapids.

From Ste. Anne's Lock to the foot of the Carillon Canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

The canal was closed on the 28th of November, 1891, and reopened on the 30th of April, 1892. (See App. 7, p. 128.)

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river to be used for navigation above.

During the past year steps have been taken to repair and strengthen this important work, for which an appropriation of \$15,000 was made by Parliament last session.

From the head of the Carillon Canal to the foot of the Grenville Canal there is a navigable stretch of $5\frac{1}{2}$ miles.

GRENVILLE CANAL.

Length of canal.....	$5\frac{1}{2}$ miles.
Number of locks.....	5
Dimensions of locks.....	200 by 45 feet.
Total rise, or lockage.....	$43\frac{3}{4}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	40 to 50 feet.
Breadth of canal at surface of water.....	50 to 80 "

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa.

The canal was closed on the 28th of November, 1891, and reopened on the 30th of April, 1892. (See Appendix 7, page 128.)

The expenditure on these two canals, the Carillon and the Grenville, during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$34,585 64
Renewals, chargeable to income.....	15,036 48
Repairs.....	8,620 15
Staff and maintenance.....	17,458 69
Total.....	<u>\$75,700 96</u>

UPPER OTTAWA RIVER.

CULBUTE LOCKS AND DAMS.

Number of locks.....	2
Dimensions of locks.....	200 by 45 feet.
Total rise, or lockage.....	18 to 20 "
Depth of water on sills.	5 "
Aggregate length of dams.....	625 "

From the Grenville Canal to the city of Ottawa, a distance of about 56 miles, the river is navigable. Beyond the city, for a distance of 107 miles, to L'Islet or Culbute, continuous navigation is rendered impracticable by the undermentioned rapids :—

The Chaudière, the DesChênes, the Chats, the Chenaux, the Portage du Fort and the Grand Calumet.

The Culbute works, situated at L'Islet, surmount the Culbute and L'Islet Rapids on the north channel of the Ottawa.

These works comprise two locks and three continuous dams, all built of wood. The dams reduce the rapids to smooth water, enabling the river to be navigated from the head of the locks to Des Joachims, a distance of 37 miles.

There is a navigation route of 80 miles, with a minimum depth of 7 feet at extreme low water, between Des Joachims and Bryson; making a total above and below Culbute of 117 miles.

In view of the fact that the locks on this canal were built of wood, and are much decayed, and that in order to make these works permanently effective considerable cost would be entailed, while, on the other hand, the traffic is of but insignificant extent, the presence of railway facilities having greatly lessened the anticipated usefulness of the work, it has been decided to abandon the idea of maintaining the water at an abnormal height, and an Order in Council was passed on the 24th October, 1889, to the effect that the river should be allowed to resume its natural level, one which, save at special seasons, admits of navigation. The dams have not yet been removed. (See Appendix 7, page 128.)

The expenditure on this canal during the fiscal year was as follows :—

Construction, chargeable to capital	Nil.
Renewals, chargeable to income	\$1,546 25
Repairs	Nil.
Staff and maintenance.....	736 00
Total.....	<u>\$2,282 25</u>

Tables showing the depth of water at the several locks on the River Ottawa will be found in Appendix 7, page 129.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigable waters.....	126½ miles.
Number of locks going from Ottawa to Kingston	{ 35 ascending. 14 descending.
Total lockage.....446½	{ 282½ rise and 164 fall. } at high water.
Dimensions of locks.....	134 by 33 feet.
Depth of water on sills, 5 feet ; navigable depth through the several reaches.....	4½ feet.
Breadth of canal reaches at bottom.....	{ 60 " in earth. 54 " in rock.
Breadth at surface of water.....	80 " in earth.

Perth Branch.

Length of canal.....	6 miles.
Number of locks.....	2 "
Dimensions of locks.....	134 feet by 32 feet.
Total rise or lockage.....	26 "
Depth of water on sills.....	5 " 6 inches.
Length of dam.....	200 "
Breadth of canal at bottom.....	40 "
Breadth of canal at surface of water.....	{ 40 " in rock. 64 " in clay.

The Perth branch of the Rideau Canal affords communication between Beveridge's Bay, on Lake Rideau, and the town of Perth.

By an Order in Council dated the 27th of September, 1890, it was declared to be a part of the Rideau Canal.

The summit level of this system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :—

From the summit, the route towards Ottawa follows the River Rideau, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz :—

1. The summit level, supplied by the Wolfe Lake system; 2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau; 3. The south-west descending level to Kingston, supplied by the Mud Lake system, formerly known as the Devil Lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck Lake and Rock Lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry Lake, which, discharging through Round Tail outlet, forms the River Cataraqui. This river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

The navigation stopped at Ottawa on the 28th, and at Kingston Mills on the 30th of November, 1891, and recommenced at Ottawa on the 2nd of May, and at Kingston Mills on the 1st of May, 1892.

The full depth of water required for navigation was maintained throughout the season of navigation.

There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 10, p. 137.)

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$29,771 65
Renewals, chargeable to income.....	31,363 23
Repairs	21,507 16
Staff and maintenance.....	35,500 82
Total.....	\$118,142 86

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours Lock to the basin of Chambly, thence by the Chambly Canal to St. Johns and the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York, the distance is 330 miles.

The following table shows the distance between Sorel and New York:—

Sections of Navigation.	Intermediate Distances in Miles.	Total Distances.
Sorel to St. Ours Lock.....	14	14
St. Ours Lock to Chambly Canal.....	32	46
Chambly Canal.....	12	58
Chambly Canal to Boundary line.....	23	81
Boundary line to Champlain Canal.....	111	192
Champlain Canal to junction with Erie Canal.....	66	258
Erie Canal, from junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK AND DAM.

Length.....	$\frac{1}{8}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise, or lockage.	5 "
Depth of water on sills.....	7 " at low water.
Length of dam in eastern channel.....	300 "
" " western channel.....	690 "

At St. Ours, fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

Navigation closed on the 30th of November, 1891, and reopened on the 11th of April, 1892.

The operations of the season were conducted without either accident or delay. (See Appendix 5, p. 104.)

The expenditure on this lock during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$	Nil.
Renewals, chargeable to income.....		3,585 34
Repairs		1,944 33
Staff and maintenance.....		2,168 44
	\$	7,698 11

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9

Dimensions of locks:—

Guard Lock, No. 1, at St. Johns.....	122 feet	} From 22½ to 24 feet wide.
Lift " 2.....	124 "	
" " 3, 4, 5, 6.....	118 "	
" " 7, 8, 9 combined.....	125 "	
Total rise, or lockage.....	74 "	
Depth of water on sills.....	7 "	
Breadth of canal at bottom.....	36 "	
" surface of water.....	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours Lock and Chambly Basin. The canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 30th of November, 1891, and was reopened on the 2nd of May, 1892,

A delay of about half a day occurred on the 2nd of May, being due to the necessity for stopping two small leaks. With this exception there were no accidents, and navigation was uninterrupted.

A description of the several works of repairs and improvement executed during the year will be found in the appendices. (See Appendix 5, p. 102.)

These include the continuance of the work of reconstructing certain locks and the further installation of electric light appliances.

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$	Nil.
Renewals, chargeable to income.....		38,353 99
Repairs		12,976 48
Staff and maintenance.....		19,665 22
Total.....	\$	70,995 69

TRENT RIVER NAVIGATION.

The term "Trent River Navigation" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course in contemplation was as follows :—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton ; from Lake Balsam by a canal and the River Talbot to Lake Simcoe ; thence by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles.

The execution of this scheme, commenced in 1837, was subsequently deferred. By certain works, however, below specified, sections of these waters were made practicable for navigation and for the passage of timber. A branch of the main route, extending from Sturgeon Lake south, affords communication with the town of Lindsay; and through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches :—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Miles Rapids .		9
" Nine Mile Rapids to Percy Landing.....	19½	
" Percy Landing to Heeley's Fall dam.....		14½
" Heeley's Fall dam to Peterboro'.....	51½	
" Peterboro' to Lakefield.....		9½
" Lakefield to a point across Balsam Lake.....	61	
	<hr/> 132½	<hr/> 32½
Total distance, Bay of Quinté to Balsam Lake.		165
From Sturgeon Point on Sturgeon Lake, 48½ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.....		<hr/> 27½

The following is a list of the works :—

MAIN LINE FROM TRENTON TO BALSAM LAKE.

Chisholm's Rapids.

	Distance from Trenton in miles.
The works here consist of a canal and lock, a dam and slide	15½

Percy Landing.

A retaining boom for saw logs.—Controlled by Dept. of Public Works.....	28½
--	-----

<i>Campbellford.</i>	
Guide booms.—Controlled by Dept. of Public Works.....	34 $\frac{3}{4}$
<i>Middle Falls.</i>	
The works consists of 2 dams and slide.—Controlled by Dept. of Public Works	37 $\frac{3}{4}$
<i>Crow Bay.</i>	
A retaining boom.—Controlled by Dept. of Public Works...	38
<i>Heely's Falls.</i>	
A dam and slide.—Controlled by Dept. of Public Works....	42 $\frac{3}{4}$
<i>Crook's Rapids, Hastings.</i>	
The works consist of 1 lock, 1 dam and slide for timber....	56 $\frac{1}{2}$
<i>Whitlas' Rapids.</i>	
The works, situated below Peterboro,' consist of a lock, dam and canal.....	92 $\frac{7}{8}$
<i>Peterboro'.</i>	
The works consist of 3 piers and 1 boom.....	94
<i>Lakefield.</i>	
The works consist of a dam and wharf.	103 $\frac{1}{2}$
<i>Katchawannoe Lake.</i>	
A boom, 4 miles in length, separating navigable and timber channels—(under control Dept. of Public Works).	
<i>Young's Point.</i>	
One lock (a Provincial Government work) and dam.	108 $\frac{1}{2}$
<i>Burleigh.</i>	
Timber slides, 3 dams, 2 locks (new).....	118
<i>Lovesick Rapids.</i>	
One lock and 4 dams.....	119 $\frac{1}{2}$
<i>Buckhorn Rapids.</i>	
There is a dam at this point, which is important as keeping up the level of the water of the lake west of it, as far as Bobcaygeon, including Lakes Pigeon, Buckhorn, (Ball) and Chemong, 1 lock, 1 slide.....	125
<i>Bobcaygeon.</i>	
There are 2 dams here, with canal, lock and slide. These dams retain the waters of the reach as far as Fenelon Falls and Lindsay lock.....	140 $\frac{3}{4}$
<i>Fenelon Falls.</i>	
A large dam, slide and booms, 2 combined locks (new).....	154 $\frac{3}{4}$

Rosedale.

A lock, maintained by the Ontario Government, giving entrance from Cameron's Lake to Balsam Lake..... 162½

BRANCH FROM STURGEON LAKE TO LAKE SCUGOG.

Lindsay.

One lock, rebuilt by the Government of the province of Ontario in 1879. Its dimensions are 134 x 33 feet, with 5 feet of water on the sills..... 161½

The navigation is, by this work, extended to Port Perry, Lake Scugog 190

The new works completed for the improvement of the Trent Valley navigation are at the following places :—Canals, with locks and bridges at Burleigh Rapids, Buckhorn Rapids and Fenelon Falls ; also dams at Lakefield and Young's Point. By these works there is afforded communication between Lakefield, 9½ miles from Peterboro', and Balsam Lake, the headwaters of the system ; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterboro', the new dam, at the head of the Nine Mile Rapids of the River Otonabee, which maintains navigation on Lake Katchewanoe up to Young's Point, was completed during the fiscal year 1886-87.

At Young's Point, 5 miles from Lakefield, the new dam between Lake Katchewanoe and Clear Lake controls the water level through Clear and Stony Lakes up to the foot of the Burleigh Canal. The lock here, it should be observed, is controlled by the Provincial Government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2½ miles in length, passes the Burleigh and Lovesick Rapids, and gives communication between Stony Lake and Deer Bay ; it comprises three lift-locks and certain dams.

At Buckhorn Rapids, 7 miles from Burleigh Rapids, there is a canal about one-fourth of a mile long, having one lift-lock.

At Bobcaygeon, 15½ miles from Buckhorn Rapids, the new dam, 553 feet long, takes the place of two old ones. By this work the water level is controlled up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length, with two lift-locks, was constructed in 1885, connecting Sturgeon Lake with Cameron Lake.

In all the above named works the locks are of the following dimensions :—

Length.....	134 feet.
Breadth.....	33 "
Depth of water on the mitre sills.....	5 "

Owing to the abandonment of dams constructed by lumbermen whose operations in the northern section have ceased, the water which should be stored in the upper reservoirs, escapes ; and, last season, a very dry one, the water level fell much below the nominal stage.

The traffic shows a continued increase. Navigation closed on the 20th of November, 1891, and reopened on the 21st of April, 1892.

Details of the several repairs executed will be found in the appendices. (App. 11, p. 140.)

The expenditure on this canal system during the past fiscal year was as follows :—

Construction, chargeable to Capital.....	\$4,457 28
Renewals, chargeable to Income.....	6,506 97
Repairs.....	4,721 85
Staff and maintenance.....	3,695 85
Total.....	<u>\$19,381 95</u>

ST. PETER'S CANAL, CAPE BRETON.

Length of canal.....	About 2,400 feet.
Breadth at water line.....	55 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills.....	18 " at lowest water.
Depth through canal.....	19 "
Extreme rise and fall of tide in St. Peter's Bay.....	4 "

This canal connects St. Peter's Bay, on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or Lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

Navigation was closed on the 20th of January, and reopened on the 1st of April, 1892.

The repairs and improvements carried out are described in the appendices. (See Appendix 13, page 147.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to Capital.....	\$ 14,387 00
Renewals, chargeable to Income.....	30,936 82
Repairs.....	1,461 24
Staff and maintenance.....	3,007 70
Total.....	<u>\$ 49,792 76</u>

SOULANGES CANAL.

The question of the means to be adopted for affording between Lakes St. Louis and St. Francis the increased canal accommodation for traffic required to carry out the scheme of canal enlargement is one which has received consideration since the year 1872, decision having to be made between the enlargement of the existing Beauharnois Canal on the south side of the River St. Lawrence by which the intervening rapids are now surmounted, the construction of a new canal on the south side, or the construction of a canal on the north side of the river. A Return to the House,

made in 1891, contains the several reports of engineers and others dealing with the various schemes suggested.

Finally, it was decided by an Order in Council dated the 7th of February, 1891, to construct the new work on the north side of the river, and to adopt a line extending upwards from Cascades Point to Macdonald's Point, near Coteau Landing. This scheme contemplates a canal on a practically straight line, 14 miles long, comprising five lift-locks, overcoming a total rise of $82\frac{1}{2}$ feet. The number of locks on the Beauharnois Canal, including the guard-lock, is nine. The dimensions of the locks will be those of the enlarged system, namely, length 270 feet, width 45 feet, depth of water on sills 14 feet. The estimated cost of the work is \$4,750,000. The latest and most approved systems of construction and operation will be adopted in order to ensure rapid transit and the minimum of cost for maintenance.

Of the 13 sections into which the work has been divided, contracts have been awarded for eight, comprising the most important of the structures required, with the exception of one lock, and representing about 75 per cent of the total estimated cost of the canal. The works are in progress. (See Appendix 8, page 131.)

The expenditure on this work for the past fiscal year was \$54,235.76. There has since been paid, up to the 31st of December, 1892, the further sum of \$64,425.67 making the aggregate payments, \$118,661.43.

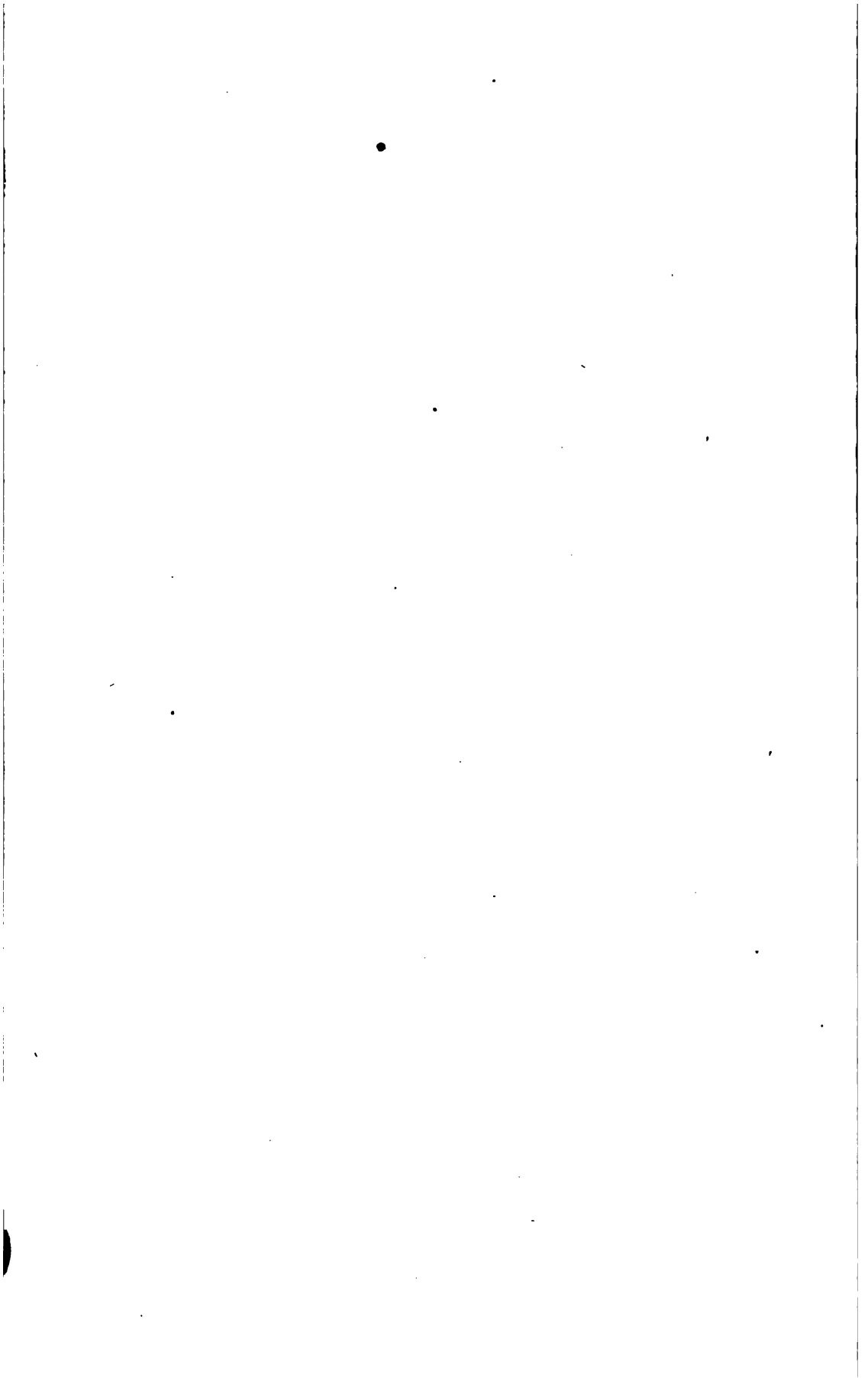
I have the honour to be,

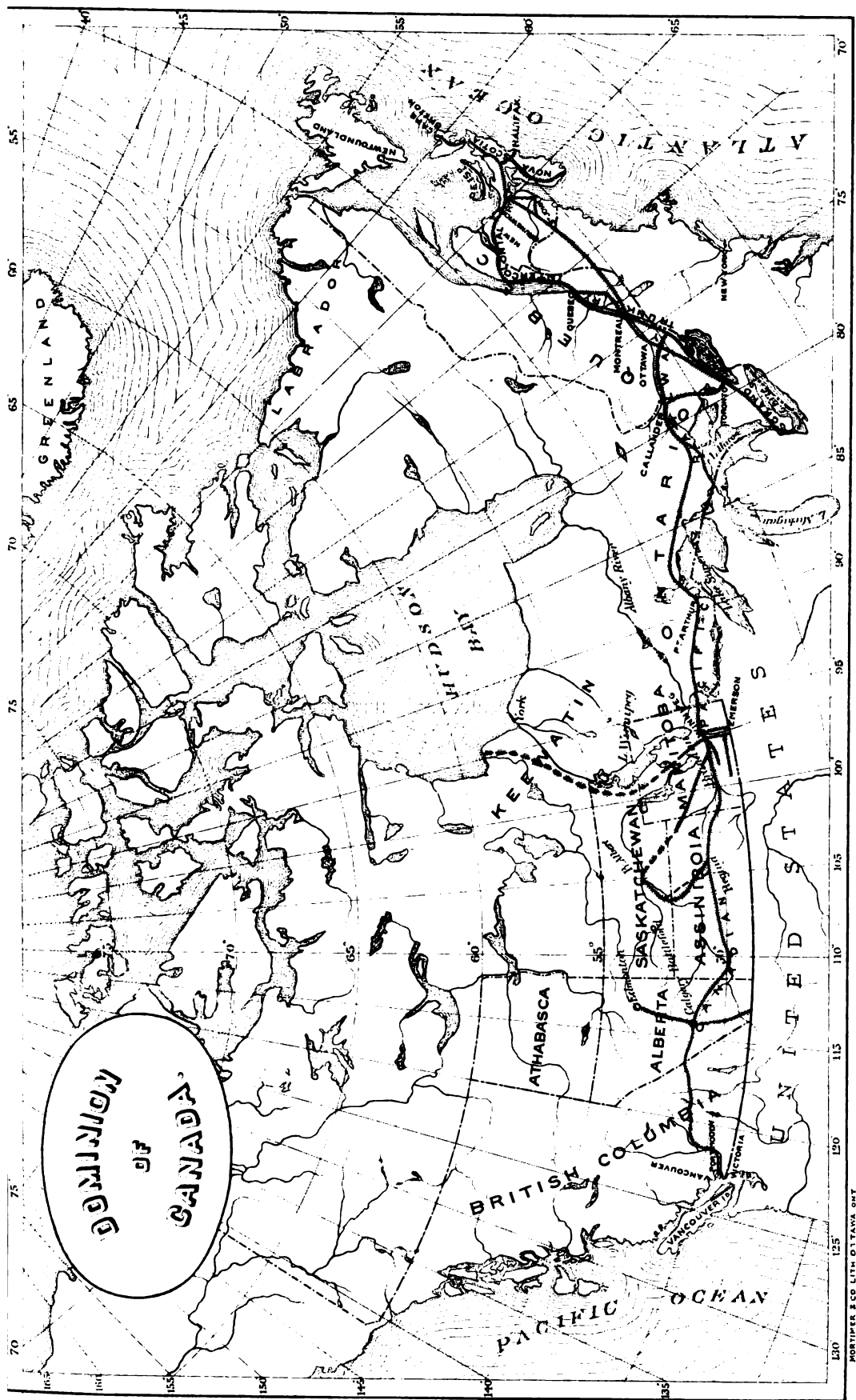
Your Excellency's most obedient servant,

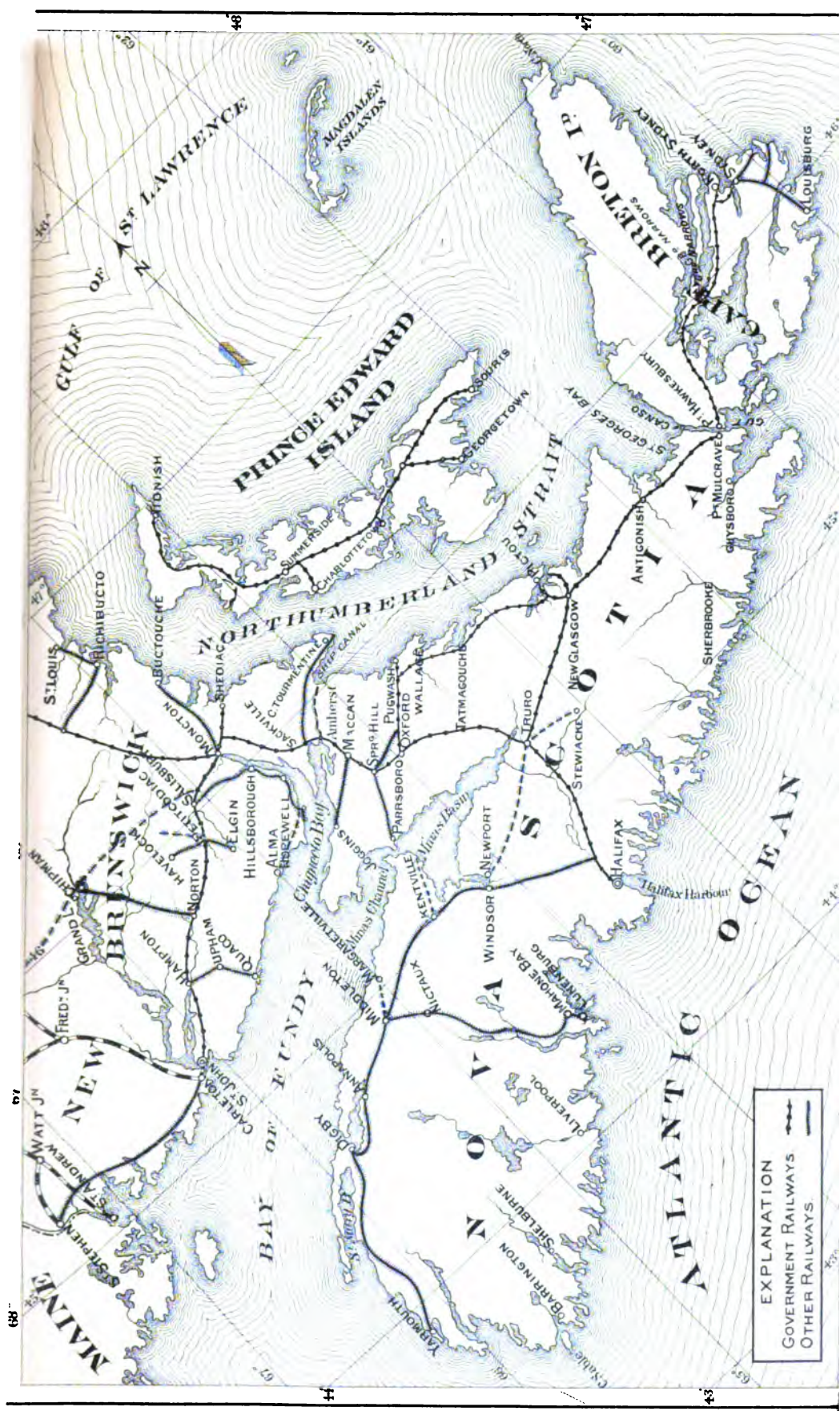
JOHN HAGGART,

Minister of Railways and Canals

31st December, 1892.



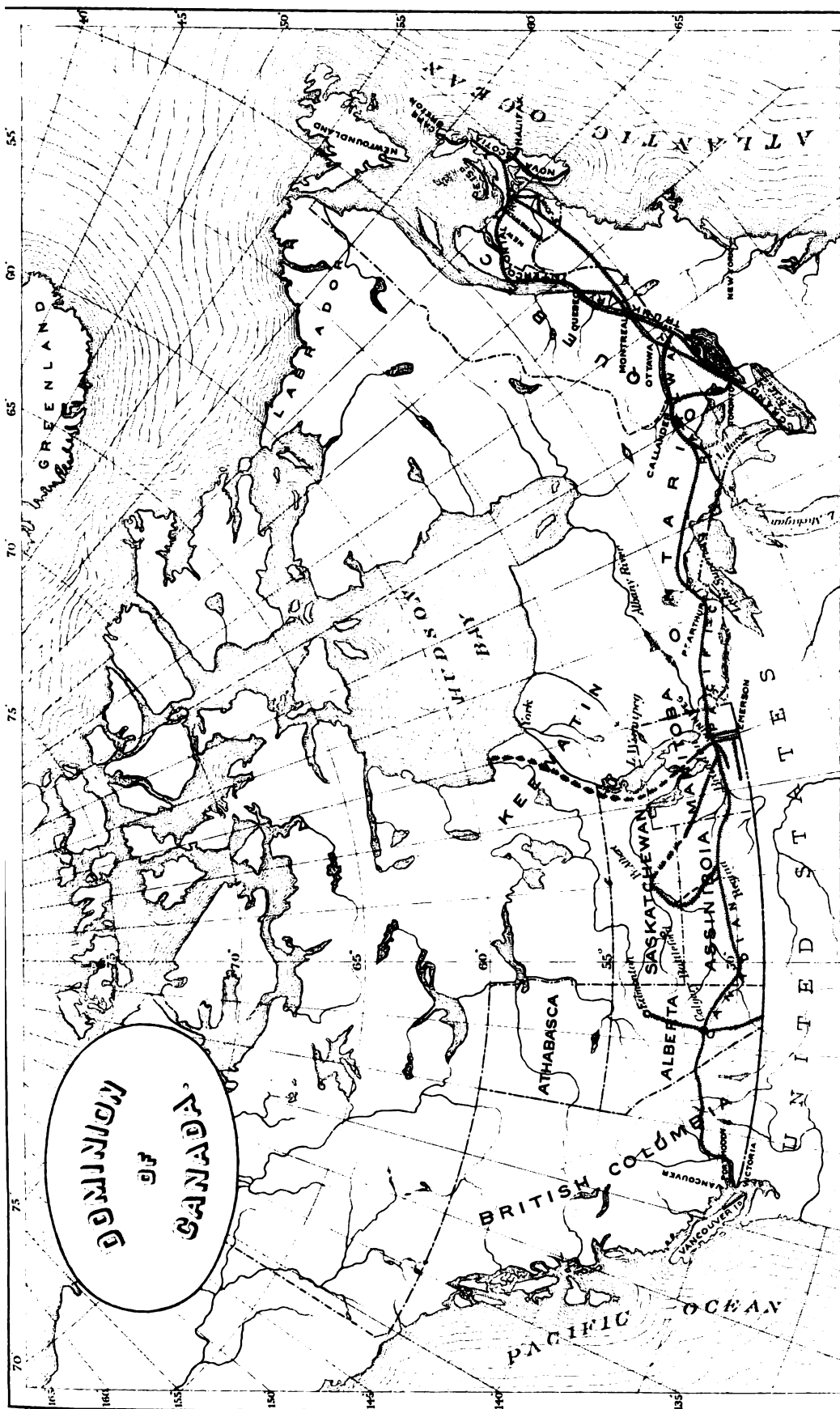


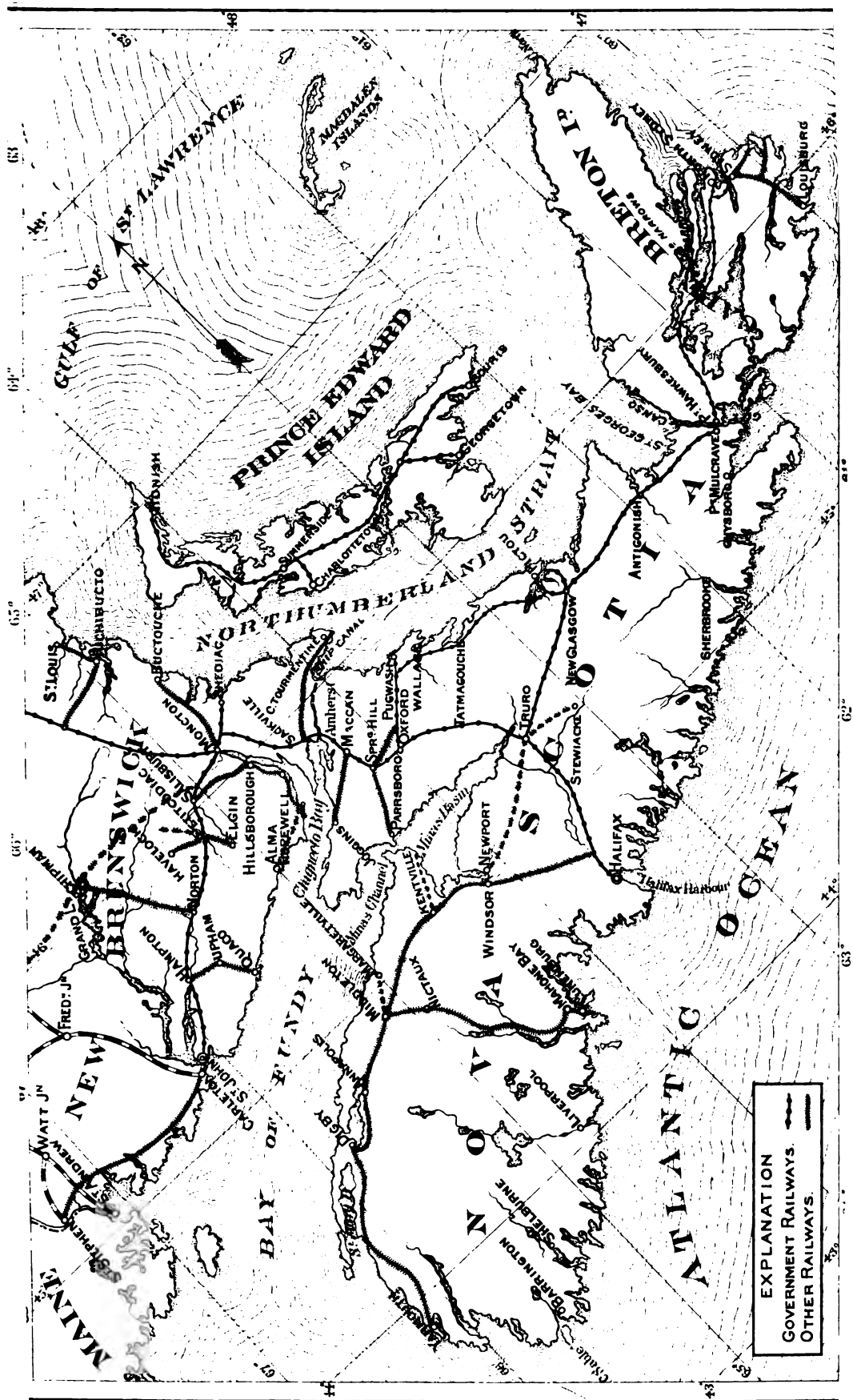


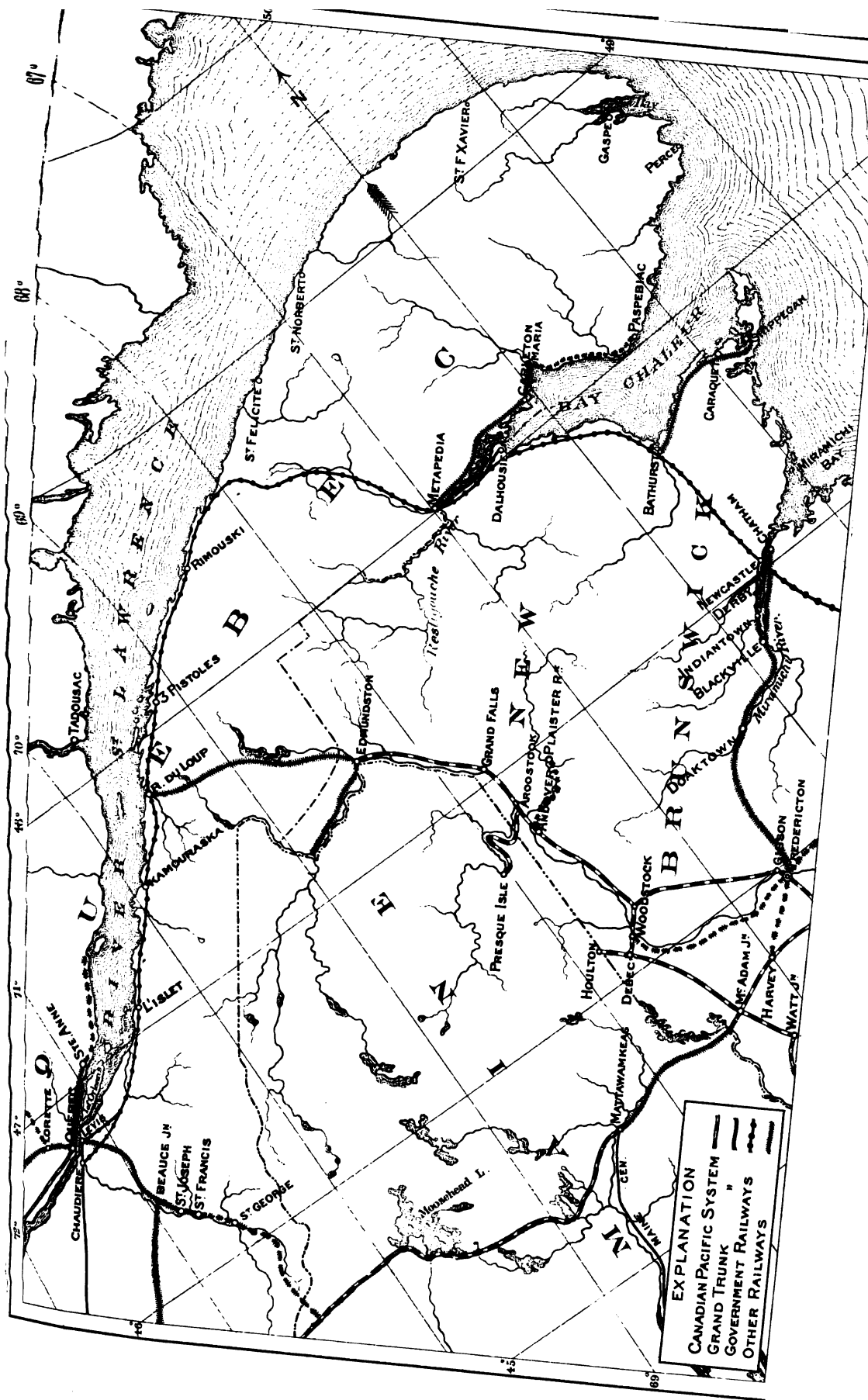
EXPLANATION
GOVERNMENT RAILWAYS
OTHER RAILWAYS

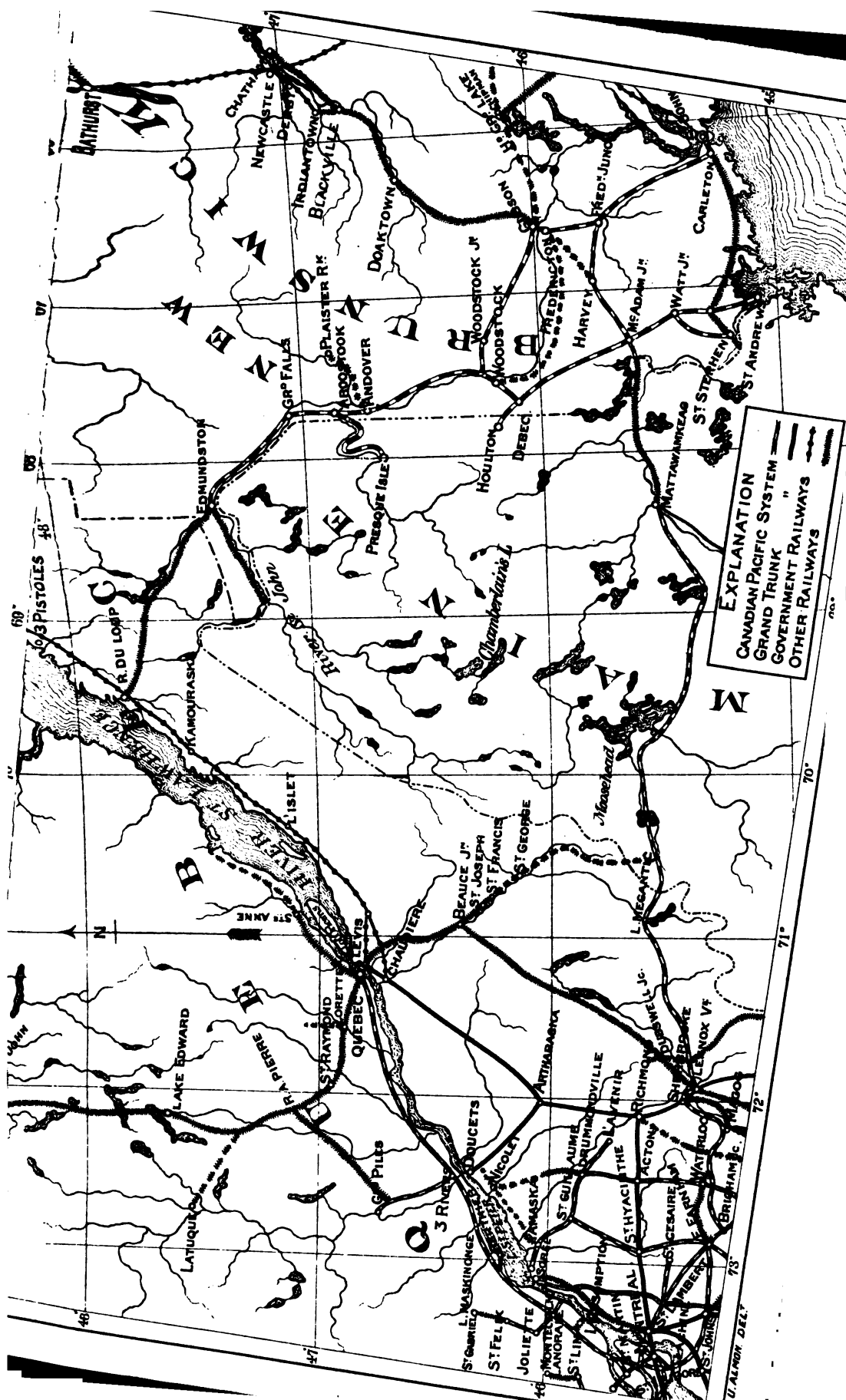
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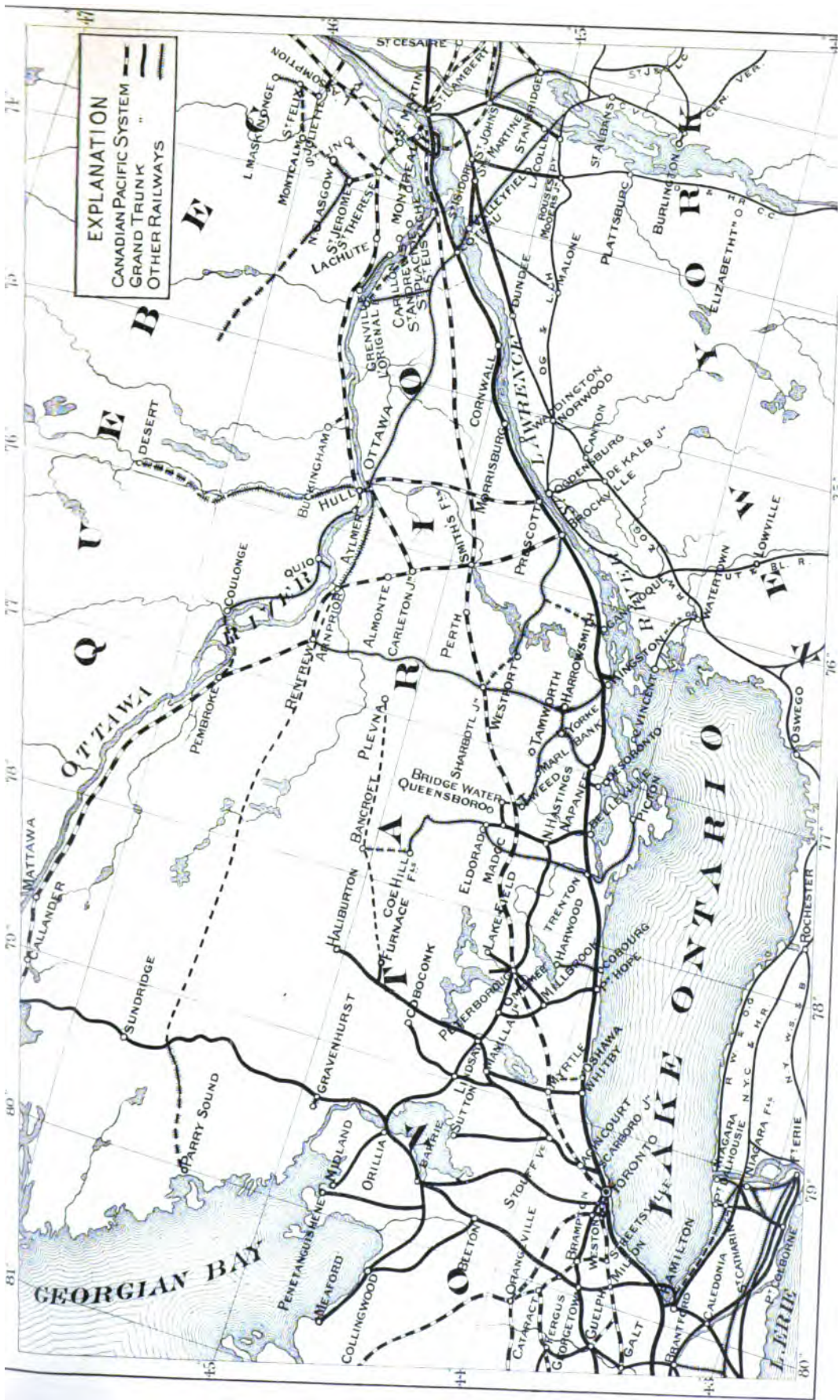
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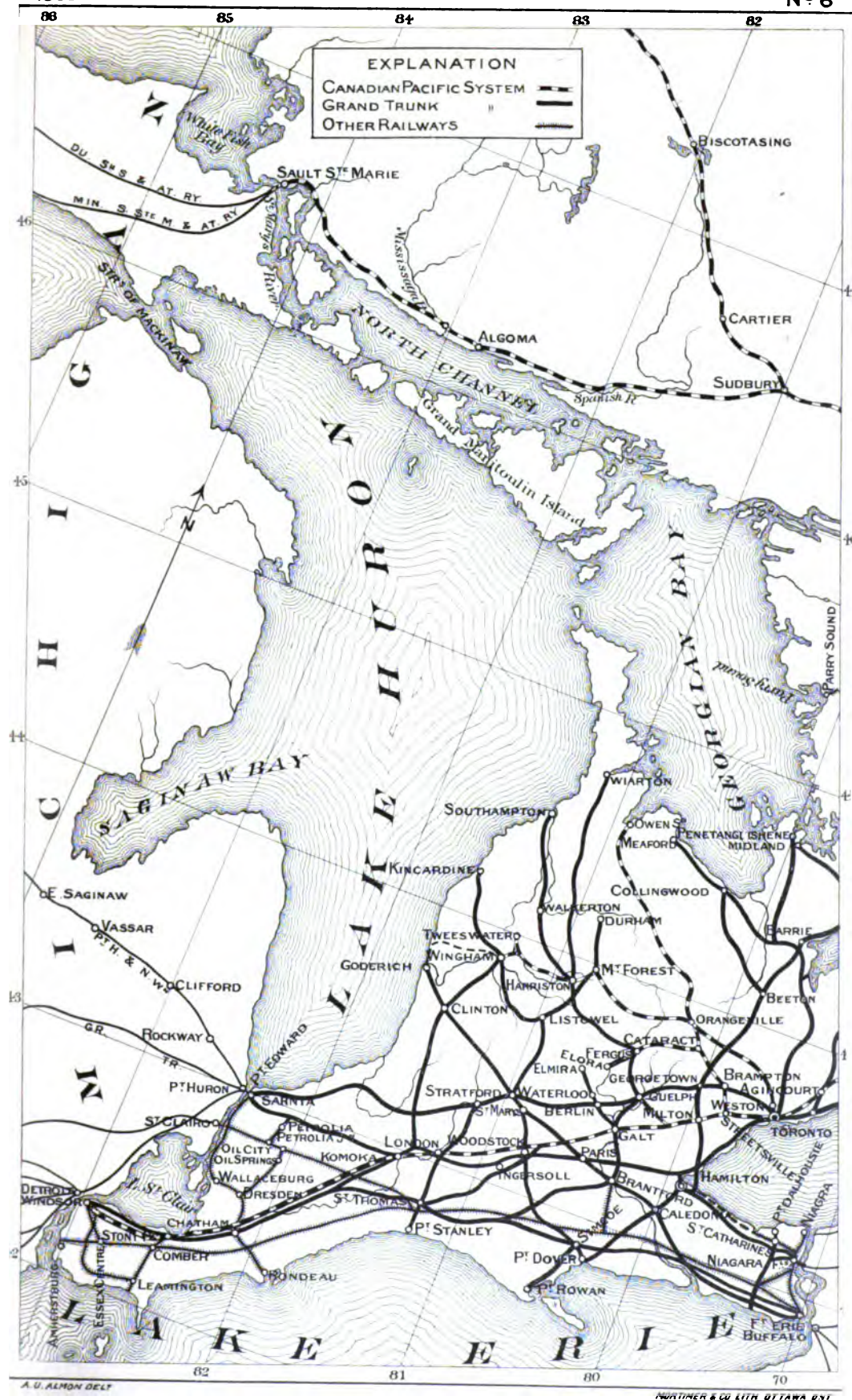


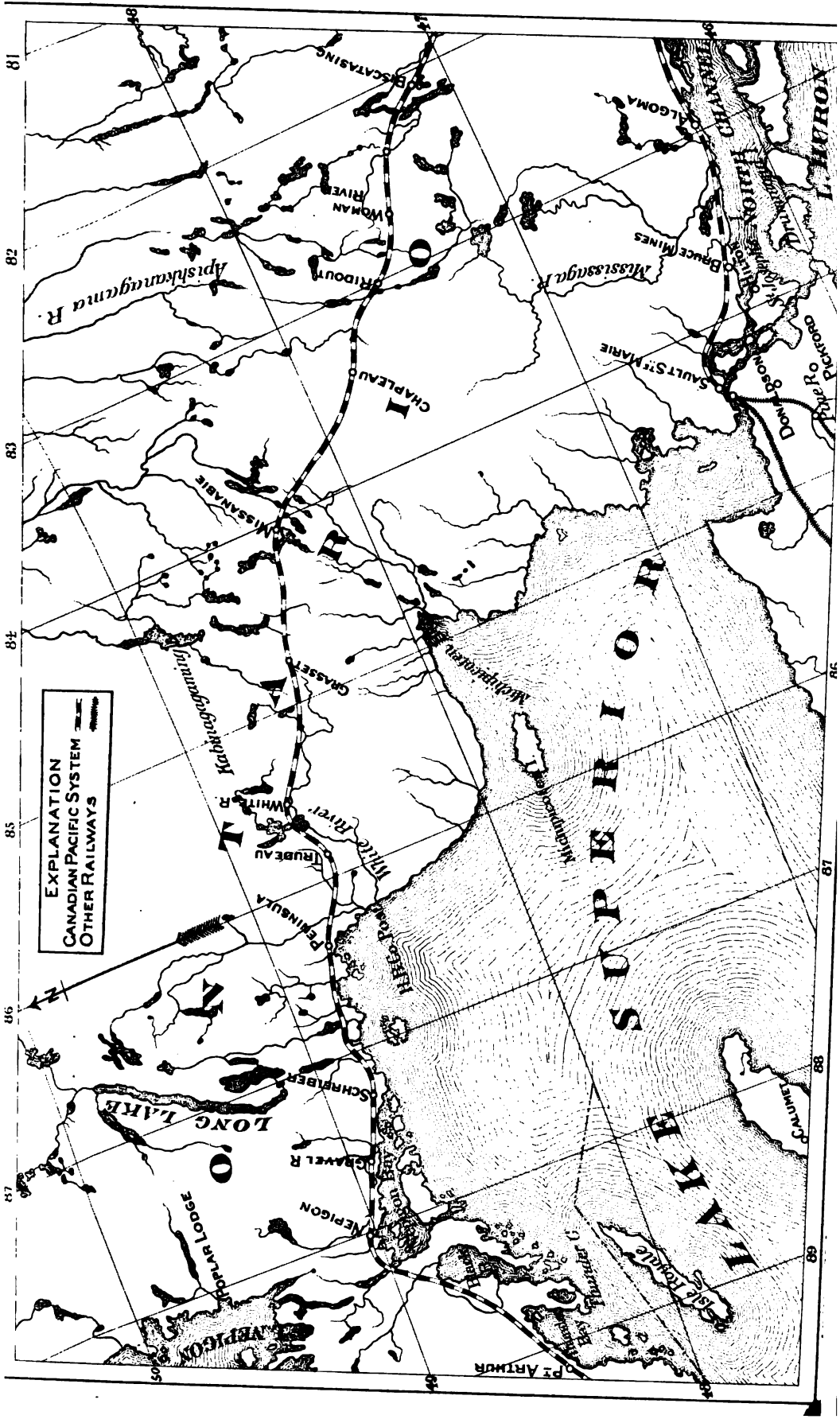




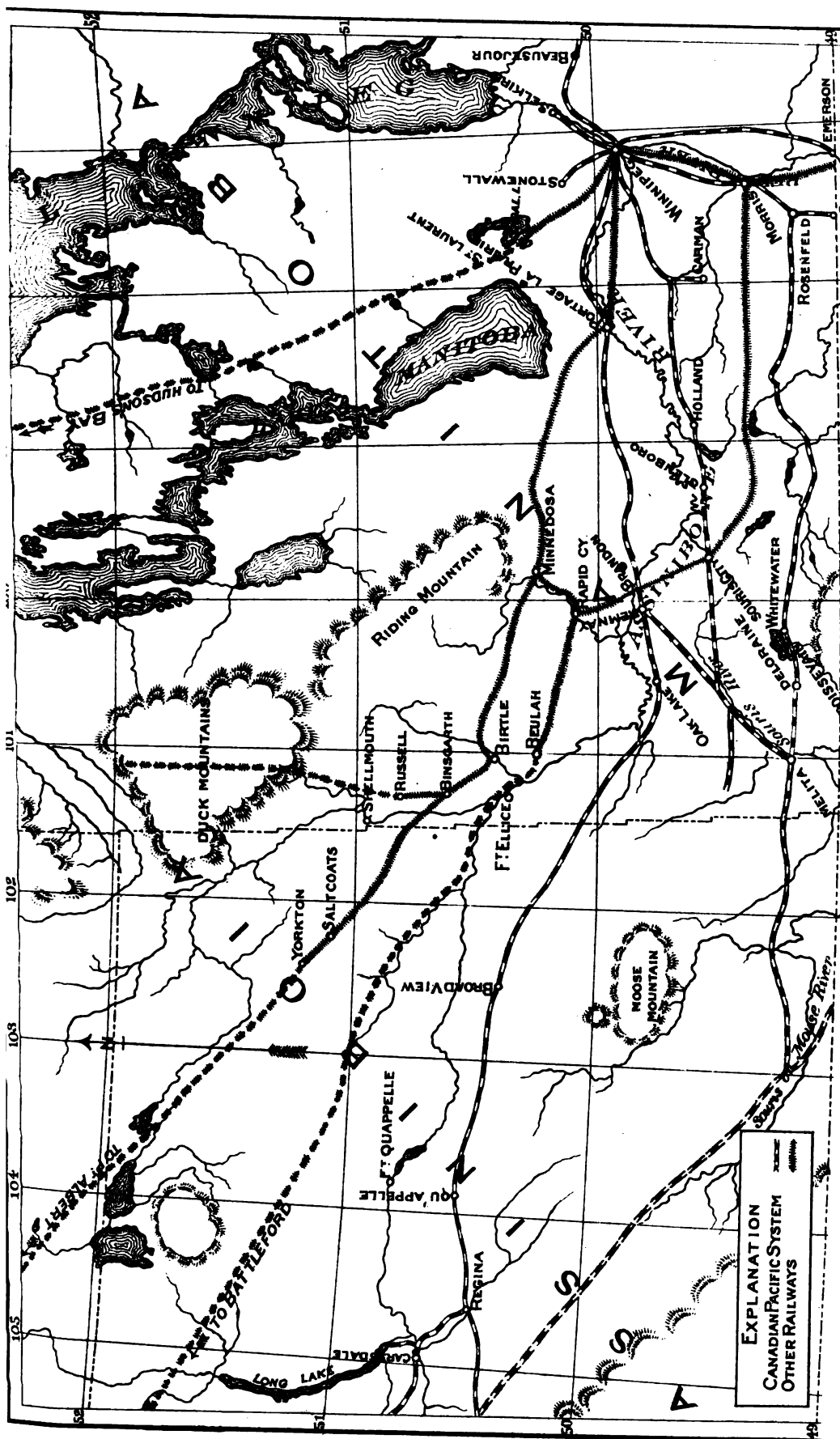




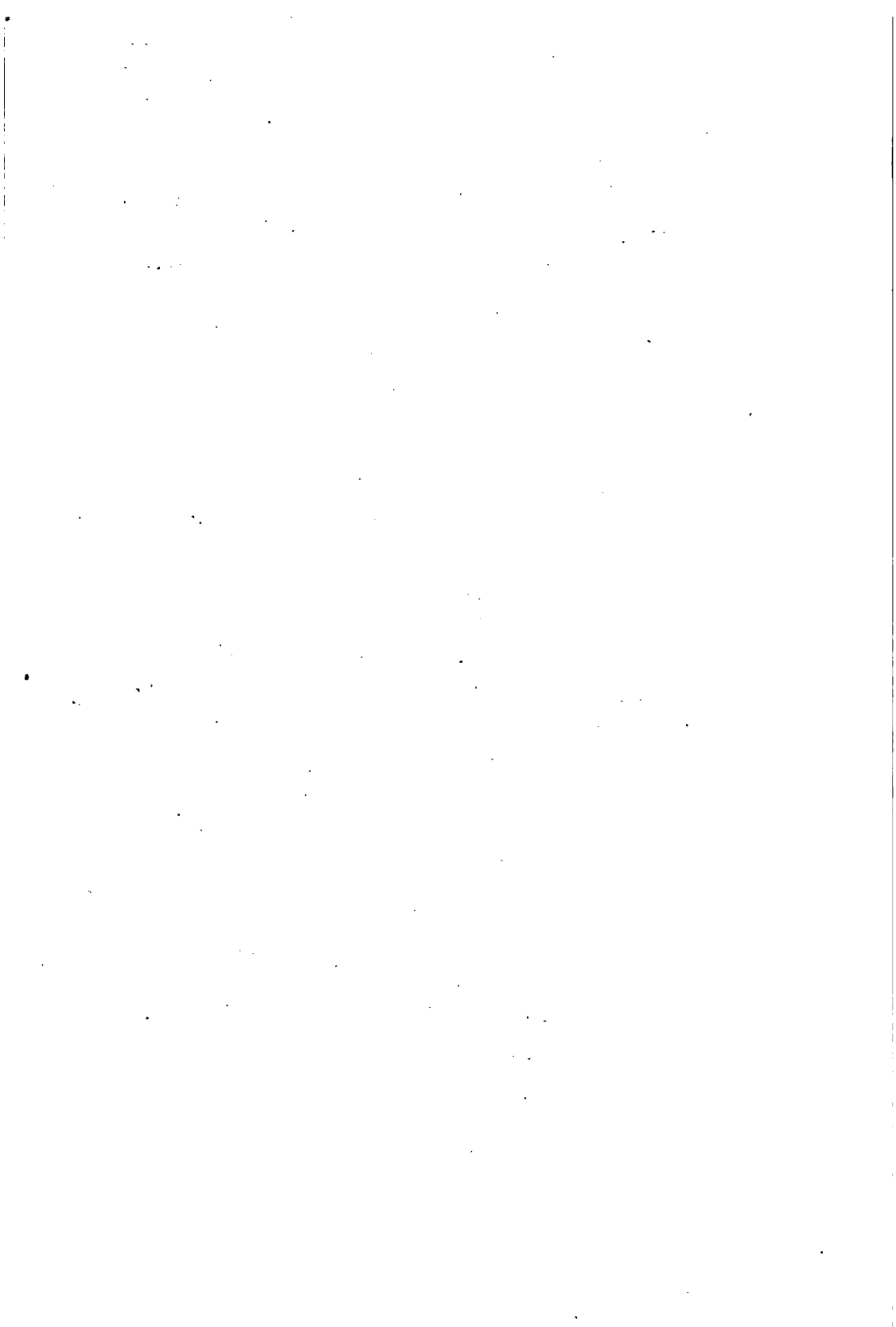


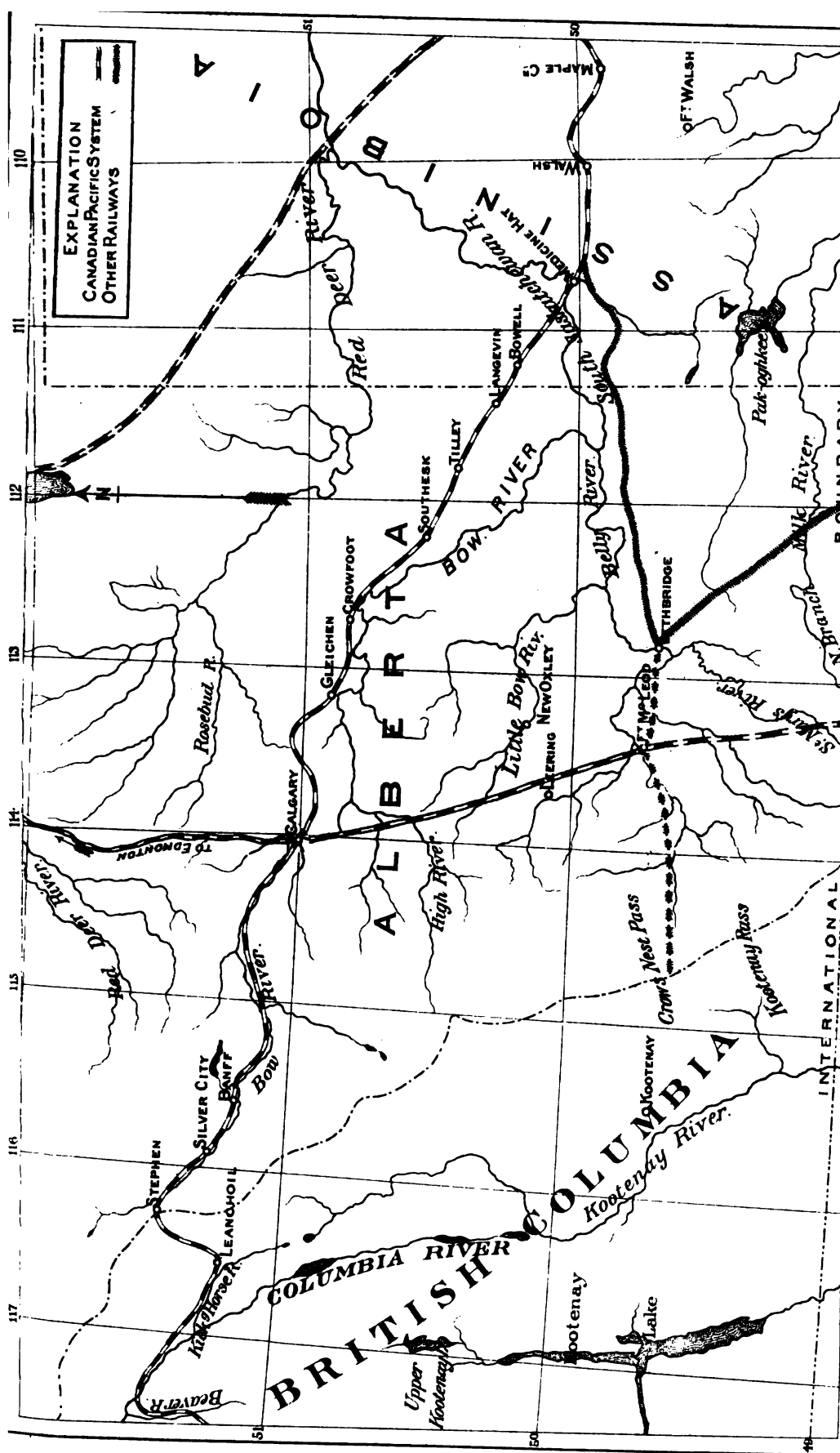


EXPLANATION
CANADIAN PACIFIC SYSTEM
OTHER RAILWAYS









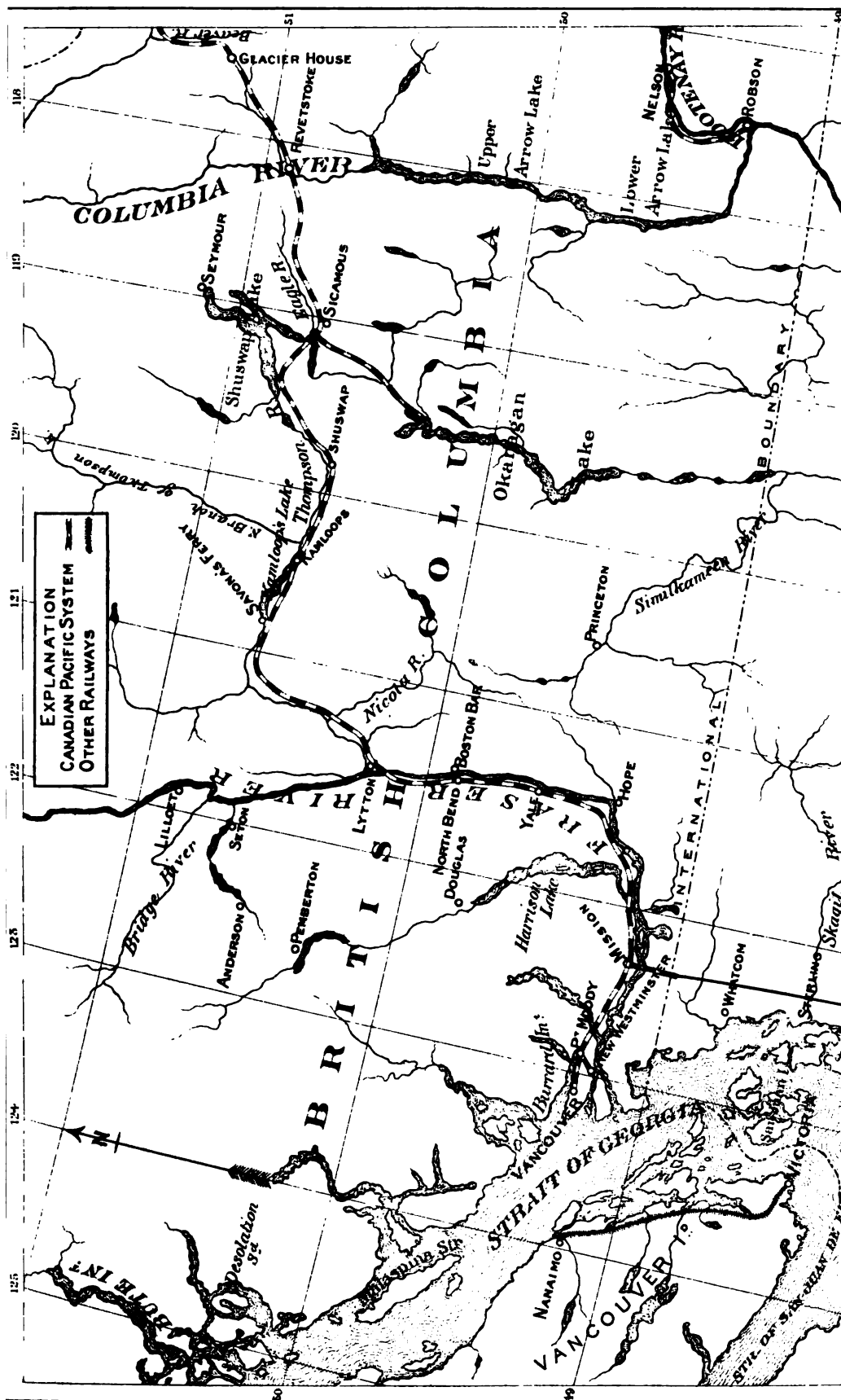
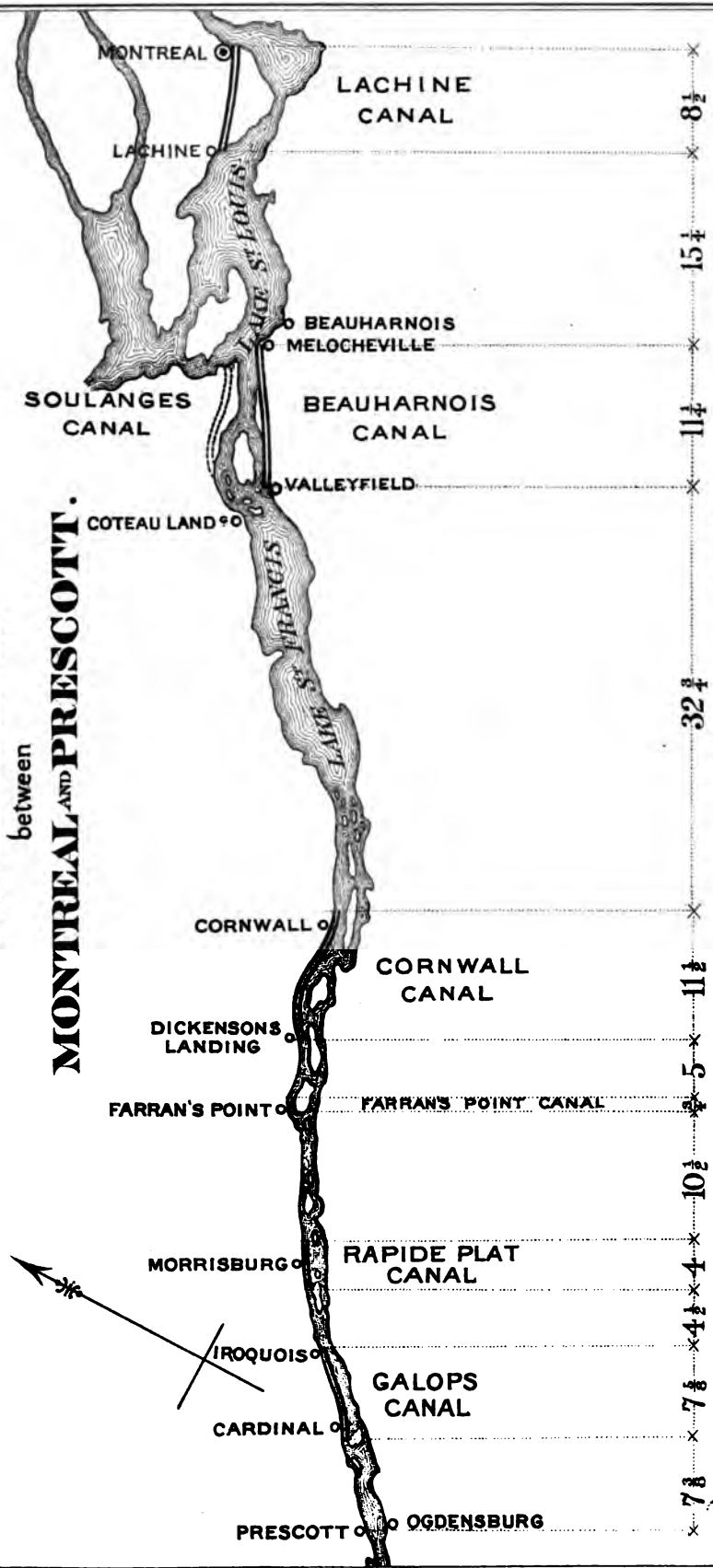


DIAGRAM
 Shewing the Canals on the
S^T LAWRENCE RIVER.
 between
MONTREAL AND PRESCOTT.



Total Canal Navigation	48 5/8 Miles
" River	75 1/8 "
" Prescott to Montreal	119 "

APPENDIX No. 2.

STATEMENTS showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to the 30th June, 1892.

ST. PETER'S CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....	156,523 32			
do since do ..	1868	21,519 72			
do do do ..	1869	70,719 80			
do do do ..	1870		46,193 57		
do do do ..	1871			225 36	555 78
do do do ..	1872			280 00	6,122 07
do do do ..	1873			343 32	6,539 58
do do do ..	1874			725 93	1,558 57
do do do ..	1875	20 97		560 00	889 35
do do do ..	1876	11,125 00		641 55	
do do do ..	1877	63,330 18		600 00	17 45
do do do ..	1878	26,511 51		600 00	
do do do ..	1879	107,337 75		631 50	
do do do ..	1880	80,120 54		400 00	
do do do ..	1881	69,434 76		959 58	
do do do ..	1882	484 00		1,920 54	200 63
do do do ..	1883			2,089 19	232 42
do do do ..	1884	2,471 40		2,601 47	367 85
do do do ..	1885	16,820 15		1,929 11	183 11
do do do ..	1886	2,316 85		2,360 67	297 81
do do do ..	1887	1,087 75	750 00	2,777 13	343 23
do do do ..	1888			3,217 77	1,588 40
do do do ..	1889		500 00	3,085 29	353 38
do do do ..	1890			3,110 15	255 34
do do do ..	1891	972 65	510 53	3,255 30	312 02
do do do ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
Total		645,183 35	78,890 92	35,321 56	21,278 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

STATEMENTS OF THE ACCOUNTANT.

3

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

BAIE VERTE CANAL—SURVEY.

				Year ending 30th June.	Capital.	Income.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
do	since	do		1869		
do	do	do		1870		
do	do	do		1871		17,929 34
do	do	do		1872		6,399 41
do	do	do		1873		14,943 83
do	do	do		1874		4,018 90
do	do	do		1875		443 00
do	do	do		1876		110 75
do	do	do		1877		22 30
do	do	do		1878		
do	do	do		1879		
do	do	do		1880		
do	do	do		1881		520 00
do	do	do		1882		
do	do	do		1883		
do	do	do		1884		
do	do	do		1885		
do	do	do		1886		
do	do	do		1887		
do	do	do		1888		
do	do	do		1889		
do	do	do		1890		
do	do	do		1891		
do	do	do		1892		
Total.....						44,387 53

LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

DEPARTMENT OF RAILWAYS AND CANALS.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
LACHINE CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Government.....		40,000 00			
Government expenditure prior to Confederation		2,547,532 85			
do since do ..	1868		1,852 70	13,742 05	10,431 51
do do do ..	1869	2,000 00		14,209 02	12,065 84
do do do ..	1870			15,834 49	13,302 39
do do do ..	1871		12,231 40	17,478 52	15,093 25
do do do ..	1872	36,708 15		16,076 93	12,334 69
do do do ..	1873	7,824 28	35,158 21	23,601 03	34,300 60
do do do ..	1874	158,618 35		25,811 07	22,828 66
do do do ..	1875	197,420 52		28,592 01	30,057 34
do do do ..	1876	327,769 39		33,797 73	29,103 65
do do do ..	1877	1,439,375 73		33,148 86	19,824 33
do do do ..	1878	1,484,619 63		39,062 97	13,646 41
do do do ..	1879	958,053 30		42,338 84	12,400 78
do do do ..	1880	369,566 74		38,950 90	10,223 62
do do do ..	1881	292,165 51		39,027 99	19,888 33
do do do ..	1882	252,821 33	2,978 66	41,158 90	17,116 46
do do do ..	1883	396,496 96	1,859 68	45,554 91	18,199 59
do do do ..	1884	188,266 18		48,624 51	19,683 24
do do do ..	1885	111,215 23		49,004 85	20,199 78
do do do ..	1886	210,509 42		50,969 10	19,199 18
do do do ..	1887	28,772 52	12,981 59	53,113 97	22,567 81
do do do ..	1888	19,414 34	7,996 38	52,229 61	19,999 64
do do do ..	1889	76,032 96	972 71	54,110 67	22,967 71
do do do ..	1890	7,448 03	8,238 46	53,114 34	22,999 38
do do do ..	1891	217 53	16,555 75	50,721 69	36,292 98
do do do ..	1892	87,852 35	27,480 80	52,729 37	67,499 62
Total		9,240,701 30	127,906 34	853,004 33	542,236 79

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation		1,611,424 11			
do since do ..	1868		63,193 75	9,349 99	6,216 98
do do do ..	1869		55 00	9,626 99	6,498 57
do do do ..	1870		27 50	10,117 57	6,384 81
do do do ..	1871			12,316 63	5,722 36
do do do ..	1872		27 50	11,792 46	15,733 38
do do do ..	1873		5,122 50	12,210 73	9,882 06
do do do ..	1874		26 00	15,392 51	10,990 56
do do do ..	1875		36 00	14,399 32	12,253 01
do do do ..	1876			14,465 86	17,170 83
do do do ..	1877			14,377 63	15,207 36
do do do ..	1878			14,383 37	9,861 05
do do do ..	1879			15,015 86	10,370 71
do do do ..	1880	266 15		15,362 61	8,997 34
do do do ..	1881			17,659 93	10,770 67
do do do ..	1882			18,804 53	20,813 86
do do do ..	1883		6,727 44	18,287 77	15,826 71
do do do ..	1884		3,277 98	19,107 38	16,232 61
do do do ..	1885		7,999 79	18,960 40	14,637 70
do do do ..	1886		8,491 80	19,228 90	14,356 00
do do do ..	1887		3,633 57	18,867 45	14,999 88
do do do ..	1888		14,411 97	19,325 05	14,285 98
do do do ..	1889		10,993 52	20,019 11	14,982 54
do do do ..	1890			19,847 42	14,999 20
do do do ..	1891		17,085 68	18,886 86	12,537 39
do do do ..	1892		1,696 23	20,050 01	14,999 80
Total		1,611,690 26	142,806 23	397,856 24	314,731 36

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
CORNWALL CANAL.

	Year ending 30th June.	Capital.	Renewals. Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868	1,933,152 69			
do since do	1869		2,786 00	11,244 47	3,774 18
do do do	1870	10,692 04		10,347 91	3,859 14
do do do	1871		17,780 05	10,368 18	7,145 42
do do do	1872		7 50	11,848 39	8,891 61
do do do	1873		10,000 21	10,594 30	8,163 70
do do do	1874		1,011 75	13,042 25	12,467 65
do do do	1875	1,780 00		13,405 20	7,610 70
do do do	1876			13,351 91	7,097 34
do do do	1877	49,211 37		13,320 61	6,423 67
do do do	1878	145,015 45		13,375 70	6,440 54
do do do	1879	143,092 05		13,825 50	4,935 21
do do do	1880	109,454 95		13,817 96	4,963 15
do do do	1881	53,948 14		14,440 33	9,735 76
do do do	1882	44,587 61		15,173 60	5,524 10
do do do	1883	21,728 93		15,052 20	6,634 62
do do do	1884	23,018 13		18,283 67	8,361 71
do do do	1885	62,034 90	16,298 96	18,475 48	9,007 73
do do do	1886	57,820 83	6,960 95	15,988 96	12,368 51
do do do	1887	46,966 43		15,994 80	11,832 83
do do do	1888	67,945 74		17,520 54	12,100 29
do do do	1889	163,993 85		16,938 54	13,942 64
do do do	1890	365,038 01	2,000 00	17,890 55	58,205 26
do do do	1891	599,001 85	1,459 98	17,063 49	12,758 18
do do do	1892	398,555 25	2,345 26	16,077 72	9,830 05
Total.....		4,297,038 22	60,650 66	363,038 90	261,958 35

WILLIAMSBURG CANALS.

Government expenditure prior to Confederation	1868	1,320,655 54			
do since do	1869			5,745 97	6,442 41
do do do	1870			5,769 81	5,670 88
do do do	1871			5,573 13	6,546 16
do do do	1872			6,382 17	5,308 41
do do do	1873		1,077 00	5,542 94	3,250 07
do do do	1874			6,424 49	7,347 75
do do do	1875			6,857 19	7,395 92
do do do	1876			6,547 62	4,110 29
do do do	1877			7,418 39	11,690 98
do do do	1878			7,388 08	10,053 61
do do do	1879			7,430 11	4,449 78
do do do	1880			7,517 20	3,549 71
do do do	1881			7,590 15	3,999 77
do do do	1882			7,572 35	5,020 73
do do do	1883	13 19		7,589 44	7,447 69
do do do	1884	2,473 44		7,423 48	7,299 39
do do do	1885	103,237 12		7,757 04	7,349 37
do do do	1886	149,835 71		7,696 67	8,198 03
do do do	1887	115,853 00		7,671 54	7,847 05
do do do	1888	70,128 29	1,613 67	7,635 54	7,904 76
do do do	1889	59,867 26		7,646 79	8,190 13
do do do	1890	139,078 37		7,485 28	8,794 61
do do do	1891	230,670 60		8,954 53	8,191 69
do do do	1892	376,545 32	797 83	8,678 25	7,987 40
Total.....		2,568,357 84	3,488 50	181,756 49	172,577 91

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

				Year ending 30th June.	Chargeable to Capital.	Chargeable to Income.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868	18,442 85	98,378 46
do	since	do		1869		
do	do	do		1870		
do	do	do		1871		
do	do	do		1872		
do	do	do		1873	33,241 69	
do	do	do		1874	26,541 30	
do	do	do		1875	20,611 36	
do	do	do		1876	50,215 47	
do	do	do		1877	47,377 31	
do	do	do		1878	5,570 46	
do	do	do		1879	9,265 77	
do	do	do		1880	9,214 56	
do	do	do		1881	6,927 96	
do	do	do		1882	28,933 45	
do	do	do		1883	44,874 31	
do	do	do		1884	89,846 03	
do	do	do		1885	115,110 17	
do	do	do		1886	116,051 73	
do	do	do		1887	74,437 31	
do	do	do		1888	56,482 85	
do	do	do		1889	18,493 92	
do	do	do		1890	23,979 91	
do	do	do		1891	35,137 25	
do	do	do		1892	59,779 31	
Total.....					890,534 97	98,378 46

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 30th November, 1892.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

WELLAND CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		222,220 00			
Government expenditure prior to Confederation.....		7,416,019 83			
do since do	1868	12,097 84		37,679 05	38,852 96
do do do	1869	43,486 36		39,060 61	50,773 03
do do do	1870		22,173 72	40,340 45	65,099 19
do do do	1871		48,569 10	42,383 33	53,381 02
do do do	1872	53,680 32	6,022 44	37,085 37	50,276 90
do do do	1873	82,282 20	47,876 27	45,382 99	66,550 73
do do do	1874	746,420 61		50,966 48	103,666 99
do do do	1875	1,047,119 91		52,595 00	88,539 99
do do do	1876	1,569,478 19	700 00	57,623 31	81,376 12
do do do	1877	2,199,962 61		59,963 47	49,783 93
do do do	1878	2,138,392 99		60,138 59	66,393 53
do do do	1879	1,552,697 41		59,942 23	56,755 57
do do do	1880	1,252,924 75		63,198 10	76,535 25
do do do	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
do do do	1882	603,402 17	13,664 80	74,641 51	84,374 97
do do do	1883	549,433 29	5,979 03	109,207 21	72,707 62
do do do	1884	432,336 21		113,276 87	90,926 97
do do do	1885	463,505 38	6,150 21	112,670 00	91,534 66
do do do	1886	215,380 75	1,369 00	111,660 22	69,507 48
do do do	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do do do	1888	429,720 94	10,740 86	110,806 01	86,518 97
do do do	1889	225,910 21	43,803 80	113,587 05	77,547 77
do do do	1890	117,633 22	51,648 28	109,202 02	72,686 19
do do do	1891	36,371 03	19,767 73	107,662 63	82,548 30
do do do	1892	29,541 21	9,008 80	104,673 73	73,771 87
Total.....		23,754,034 67	297,885 90	1,879,515 96	1,796,710 34

STE. ANNE'S LOCK AND CANAL.

Government expenditure prior to Confederation.....		134,456 51			
do since do	1868			778 16	432 47
do do do	1869			1,062 96	1,873 51
do do do	1870			1,136 54	1,280 36
do do do	1871			1,285 84	1,539 02
do do do	1872		1,939 46	1,106 80	1,393 63
do do do	1873		540 11	2,199 64	1,264 40
do do do	1874	12,753 27		2,614 90	7,208 63
do do do	1875	32,627 71		1,859 20	4,506 68
do do do	1876	24,935 85		1,952 14	4,033 72
do do do	1877	30,003 08		1,982 65	1,756 93
do do do	1878	14,618 85		2,057 32	541 95
do do do	1879	22,113 02		2,202 03	3,259 70
do do do	1880	3,054 68		2,152 57	1,704 71
do do do	1881	69,042 76		2,553 02	3,257 92
do do do	1882	193,158 36		2,611 30	2,343 99
do do do	1883	172,959 95		2,569 86	3,448 83
do do do	1884	142,006 25		2,775 32	2,725 49
do do do	1885	93,679 57		2,618 60	4,042 04
do do do	1886	129,681 67		2,611 90	5,803 01
do do do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do	1889	24,786 33		2,569 22	1,730 79
do do do	1890	6,151 14		2,571 04	1,525 51
do do do	1891		8,173 69	2,505 69	1,503 56
do do do	1892		25,471 61	2,571 28	1,666 21
Total.....		1,170,215 63	43,551 56	53,391 00	61,723 77

LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

STATEMENTS showing the amounts expended on Construction, Renewals, &c. — *Con.*
CARILLON AND GRENVILLE CANALS.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.	1868	63,053 64			
do since do	1869		19,817 22	6,301 88	8,911 28
do do do	1870			6,549 38	10,157 42
do do do	1871		4,167 96	6,617 81	9,852 09
do do do	1872	165,257 28	23,119 37	8,676 90	8,218 24
do do do	1873	133,199 10		8,324 51	17,235 31
do do do	1874	245,258 38	3,061 38	10,068 28	8,781 50
do do do	1875	339,864 76		10,710 88	10,605 82
do do do	1876	326,203 16		10,378 57	18,520 44
do do do	1877	245,738 04		10,764 38	11,475 96
do do do	1878	22,676 20		11,060 27	10,304 06
do do do	1879	243,141 24		11,401 30	5,082 72
do do do	1880	281,514 27		11,501 22	7,629 98
do do do	1881	336,707 53		11,959 14	7,625 54
do do do	1882	433,084 39		13,059 18	8,076 91
do do do	1883	433,575 10		14,387 49	7,582 68
do do do	1884	399,267 16		17,479 58	8,310 02
do do do	1885	157,187 72		17,393 91	7,918 42
do do do	1886	104,973 24		19,702 30	10,429 26
do do do	1887	20,747 11	75 00	20,597 82	9,303 31
do do do	1888	38,996 29		20,011 36	10,554 41
do do do	1889	298 17		21,531 12	10,036 62
do do do	1890	17 58	4,526 61	22,098 88	10,136 66
do do do	1891		4,395 25	15,896 16	7,582 38
do do do	1892	34,585 64	15,036 48	21,230 22	10,796 68
Total.....		4,025,346 00	74,189 27	345,151 23	243,746 86

CULBUTE LOCK AND DAM.

Government expenditure since Confederation.	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873		835 53		
do do do	1874		38,388 99		
do do do	1875	63,659 29			
do do do	1876	76,842 44			
do do do	1877	56,081 87			
do do do	1878	5,933 53			
do do do	1879	20,694 19			
do do do	1880	16,688 20		202 50	259 31
do do do	1881	4,721 62		962 85	
do do do	1882	29,567 15		790 00	162 33
do do do	1883	14,249 60		695 00	288 99
do do do	1884	8,151 16		733 50	
do do do	1885	19,071 76		730 00	572 75
do do do	1886	26,385 27		730 00	2,396 14
do do do	1887	7,760 88		730 00	967 33
do do do	1888	7,573 99		739 50	730 60
do do do	1889	17,112 01		1,050 00	116 53
do do do	1890	2,818 35		747 83	
do do do	1891	2,183 15	9,122 05	745 25	499 91
do do do	1892		1,546 25	736 00	
Total.....		379,494 46	49,892 82	9,592 43	5,993 89

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
RIDEAU CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
do since do ..	1868		7,298 12	18,397 28	16,475 21
do do do ..	1869			19,250 71	13,140 77
do do do ..	1870		13 16	20,022 37	19,469 33
do do do ..	1871		11,732 98	22,814 58	18,120 52
do do do ..	1872		4,967 50	22,139 48	14,005 32
do do do ..	1873		18,070 97	22,841 51	26,074 49
do do do ..	1874		5,793 13	26,815 44	22,957 40
do do do ..	1875	9,310 85		26,553 37	19,699 81
do do do ..	1876	2,163 96		26,430 77	14,428 25
do do do ..	1877	214 11		25,959 56	14,198 18
do do do ..	1878			26,651 51	11,034 22
do do do ..	1879	7,703 88		26,042 52	7,134 55
do do do ..	1880			26,463 88	11,434 05
do do do ..	1881		133 50	26,024 71	8,627 00
do do do ..	1882			26,915 29	13,860 28
do do do ..	1883		70 65	27,322 81	23,524 84
do do do ..	1884		4,597 50	26,938 95	19,245 02
do do do ..	1885		2,098 76	26,971 32	18,189 55
do do do ..	1886		550 00	27,045 95	35,648 04
do do do ..	1887		20,823 96	29,440 46	18,565 34
do do do ..	1888		18,889 48	33,458 83	25,478 87
do do do ..	1889		6,665 22	33,801 77	18,106 36
do do do ..	1890		21,124 10	34,270 57	18,025 21
do do do ..	1891		20,967 25	34,641 98	21,537 56
do do do ..	1892		31,363 23	35,500 82	21,507 16
Total		4,084,156 87	175,159 54	672,716 44	450,487 33

ST. OURS LOCK.

Government expenditure prior to Confederation		121,537 65			
do since do ..	1868			1,532 75	753 74
do do do ..	1869			1,755 15	1,399 18
do do do ..	1870			1,458 09	1,006 22
do do do ..	1871			1,414 48	1,210 98
do do do ..	1872			1,565 80	1,263 19
do do do ..	1873			2,076 50	1,575 10
do do do ..	1874			2,219 13	2,363 42
do do do ..	1875			1,362 22	1,245 69
do do do ..	1876			1,403 92	1,601 71
do do do ..	1877			1,533 40	750 80
do do do ..	1878			1,556 65	283 77
do do do ..	1879			1,581 55	456 07
do do do ..	1880			1,614 01	705 54
do do do ..	1881			1,741 97	1,299 77
do do do ..	1882			2,002 71	1,902 41
do do do ..	1883		17,230 32	2,361 65	2,188 08
do do do ..	1884		5,279 17	2,315 37	1,494 99
do do do ..	1885		4,700 64	2,271 57	3,652 63
do do do ..	1886			2,311 70	4,143 47
do do do ..	1887			2,175 37	5,864 78
do do do ..	1888			2,216 04	2,801 17
do do do ..	1889		17,964 45	2,421 14	2 002 63
do do do ..	1890		24,571 96	2,138 40	1,935 44
do do do ..	1891		21,696 74	2,011 08	4,460 16
do do do ..	1892		3,585 34	2,168 44	1,944 33
Total		121,537 65	95,028 62	47,209 09	48,305 27

LEONARD SHANNON,

**DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.**

Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
CHAMBLY CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868	634,711 76		8,312 90	9,355 70
do since do	1869			8,437 22	13,120 97
do do do	1870			8,934 41	20,180 73
do do do	1871		2,839 85	10,214 71	22,426 33
do do do	1872		1,906 40	9,628 50	22,327 99
do do do	1873		759 00	10,390 44	11,789 27
do do do	1874		2,810 00	11,675 67	16,427 19
do do do	1875	2,415 00		12,201 99	16,306 91
do do do	1876			10,593 14	13,273 56
do do do	1877	80 00		10,281 78	10,111 32
do do do	1878			10,413 99	6,022 96
do do do	1879			11,301 53	8,809 77
do do do	1880			11,516 22	12,377 17
do do do	1881			13,950 47	20,705 17
do do do	1882		31,796 41	16,686 78	16,843 60
do do do	1883		21,332 36	15,904 38	15,182 24
do do do	1884		41,640 77	18,448 85	12,003 34
do do do	1885		21,049 23	18,378 55	13,046 95
do do do	1886		14,547 27	19,501 28	11,999 77
do do do	1887		17,911 17	19,053 62	20,071 37
do do do	1888		65,536 64	20,073 60	11,823 74
do do do	1889		51,437 87	19,679 22	19,392 18
do do do	1890		23,221 48	19,655 38	14,399 93
do do do	1891		43,344 41	19,204 76	11,399 93
do do do	1892		38,353 99	19,665 22	12,976 48
Total		637,206 76	378,486 85	354,104 61	362,375 14

MURRAY CANAL.

Government expenditure prior to Confederation	1868		400 00		
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882	7,135 63			
do do do	1883	84,071 68			
do do do	1884	118,187 43			
do do do	1885	148,902 66			
do do do	1886	179,704 52			
do do do	1887	142,563 66			
do do do	1888	146,754 37			
do do do	1889	215,326 46			
do do do	1890	106,760 35		494 31	
do do do	1891	61,260 49		5,137 03	173 53
do do do	1892	5,964 22		5,803 48	3,505 15
Total		1,216,631 47	400 00	11,434 82	3,678 68

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

TRENT CANAL.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868	309,371 31			
do	since	do	1868					
do	do	do	1869					
do	do	do	1870					
do	do	do	1871					
do	do	do	1872					
do	do	do	1873					
do	do	do	1874					
do	do	do	1875					
do	do	do	1876					
do	do	do	1877					
do	do	do	1878					
do	do	do	1879					
do	do	do	1880		561 50		1,188 92	3,568 89
do	do	do	1881				2,489 93	2,233 50
do	do	do	1882			5,836 51	2,011 92	8,115 50
do	do	do	1883		40,767 16	9,303 66	2,235 50	3,047 42
do	do	do	1884		120,393 91	6,198 57	2,208 64	5,264 35
do	do	do	1885		121,382 84		3,303 87	4,653 50
do	do	do	1886		75,103 30		1,639 75	5,917 88
do	do	do	1887		179,541 63		1,938 08	6,008 88
do	do	do	1888		114,879 35		1,770 29	5,151 42
do	do	do	1889		47,592 13	29,677 92	3,242 05	5,935 94
do	do	do	1890		58,644 50	11,522 65	3,450 99	730 55
do	do	do	1891		9,826 49	3,164 81	3,803 66	4,888 98
do	do	do	1892		4,457 28	6,506 97	3,695 85	4,721 85
Total					1,082,521 40	72,211 09	32,979 45	60,238 66

TAY CANAL.

Government expenditure since Confederation.				1868				
do	do	do	1869					
do	do	do	1870					
do	do	do	1871					
do	do	do	1872					
do	do	do	1873					
do	do	do	1874					
do	do	do	1875					
do	do	do	1876					
do	do	do	1877					
do	do	do	1878					
do	do	do	1879					
do	do	do	1880					
do	do	do	1881					
do	do	do	1882			748 65		
do	do	do	1883		4,831 80			
do	do	do	1884		50,878 12			
do	do	do	1885		92,473 97			
do	do	do	1886		65,561 51			
do	do	do	1887		49,617 92			
do	do	do	1888		54,166 57			
do	do	do	1889		89,486 18			
do	do	do	1890		22,226 23			
do	do	do	1891		17,114 78			
do	do	do	1892		29,771 65			
Total					476,128 73	748 65		

LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
SAULT STE. MARIE CANAL.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.				1868	.....	.....	.....	.....
do	do	do	do	1869	.....	.....	.....	.....
do	do	do	do	1870	.....	.....	.....	.....
do	do	do	do	1871	.....	.....	.....	.....
do	do	do	do	1872	.....	949 35	.....	.....
do	do	do	do	1873	.....	.....	.....	.....
do	do	do	do	1874	.....	.....	.....	.....
do	do	do	do	1875	.....	.....	.....	.....
do	do	do	do	1876	.....	.....	.....	.....
do	do	do	do	1877	.....	.....	.....	.....
do	do	do	do	1878	.....	.....	.....	.....
do	do	do	do	1879	.....	.....	.....	.....
do	do	do	do	1880	.....	.....	.....	.....
do	do	do	do	1881	.....	.....	.....	.....
do	do	do	do	1882	.....	.....	.....	.....
do	do	do	do	1883	.....	.....	.....	.....
do	do	do	do	1884	.....	.....	.....	.....
do	do	do	do	1885	.....	.....	.....	.....
do	do	do	do	1886	.....	.....	.....	.....
do	do	do	do	1887	.....	.....	.....	.....
do	do	do	do	1888	8,145 06	.....	.....	.....
do	do	do	do	1889	34,018 95	.....	.....	.....
do	do	do	do	1890	176,568 55	.....	.....	.....
do	do	do	do	1891	325,336 33	.....	.....	.....
do	do	do	do	1892	341,474 31	.....	.....	.....
Total.....					885,543 20	949 35	.....	.....

SOULANGES CANAL.

Government expenditure prior to Confederation.				1868	.....	.....	.....	.....
do	since	do	do	1869	.....	.....	.....	.....
do	do	do	do	1870	.....	.....	.....	.....
do	do	do	do	1871	.....	.....	.....	.....
do	do	do	do	1872	.....	.....	.....	.....
do	do	do	do	1873	.....	.....	.....	.....
do	do	do	do	1874	.....	.....	.....	.....
do	do	do	do	1875	.....	.....	.....	.....
do	do	do	do	1876	.....	.....	.....	.....
do	do	do	do	1877	.....	.....	.....	.....
do	do	do	do	1878	.....	.....	.....	.....
do	do	do	do	1879	.....	.....	.....	.....
do	do	do	do	1880	.....	.....	.....	.....
do	do	do	do	1881	.....	.....	.....	.....
do	do	do	do	1882	.....	.....	.....	.....
do	do	do	do	1883	.....	.....	.....	.....
do	do	do	do	1884	.....	.....	.....	.....
do	do	do	do	1885	.....	.....	.....	.....
do	do	do	do	1886	.....	.....	.....	.....
do	do	do	do	1887	.....	.....	.....	.....
do	do	do	do	1888	.....	.....	.....	.....
do	do	do	do	1889	.....	.....	.....	.....
do	do	do	do	1890	.....	.....	.....	.....
do	do	do	do	1891	.....	.....	.....	.....
do	do	do	do	1892	54,235 76	.....	.....	.....
Total.....					54,235 76	.....	.....	.....

LEONARD SHANNON,
DEPARTMENT OF RAILWAYS AND CANALS, *Accountant.*
OTTAWA, 30th November, 1892.

RECAPITULATION—EXPENDITURE ON CANALS.

	Year ending 30th June	Capital.	Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government		20,593,866 13	98,378 46		
Government expenditure since Confederation.....	1868	33,617 56	95,347 79	113,084 50	101,646 44
do do ..	1869	126,898 20	55 00	116,069 76	118,579 31
do do ..	1870		90,355 96	120,403 02	150,176 70
do do ..	1871		116,429 54	135,040 81	140,467 52
do do ..	1872	255,645 75	33,289 27	124,137 09	152,086 25
do do ..	1873	256,547 27	127,369 55	148,581 18	186,573 13
do do ..	1874	1,189,591 91	51,037 05	167,194 40	213,613 86
do do ..	1875	1,714,830 37	479 00	168,401 21	203,226 85
do do ..	1876	2,388,733 46	810 75	178,411 80	190,578 45
do do ..	1877	4,131,374 30	22 30	179,661 40	138,448 51
do do ..	1878	3,843,338 62		187,521 31	122,251 60
do do ..	1879	3,064,098 61		191,892 44	115,349 99
do do ..	1880	2,123,366 34		195,039 33	147,167 52
do do ..	1881	2,075,891 65	7,246 69	197,573 62	154,653 63
do do ..	1882	1,593,174 09	55,025 03	224,572 61	187,399 02
do do ..	1883	1,763,001 97	62,503 14	269,415 01	178,617 86
do do ..	1884	1,577,295 42	60,993 99	280,657 29	192,219 38
do do ..	1885	1,504,621 47	58,297 59	280,226 20	201,708 47
do do ..	1886	1,333,324 80	31,984 02	282,323 63	198,251 97
do do ..	1887	1,783,698 16	65,983 06	285,172 62	198,888 84
do do ..	1888	1,033,118 34	120,561 59	292,458 76	201,928 93
do do ..	1889	972,918 43	162,015 49	301,040 23	240,261 36
do do ..	1890	1,026,364 24	146,853 54	290,516 63	176,089 00
do do ..	1891	1,318,092 15	165,843 87	294,562 12	204,768 45
do do ..	1892	1,437,149 30	194,129 61	293,115 58	231,089 54
Total.....		57,140,558 54	1,745,012 29	5,317,072 55	4,346,042 58

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

DEPARTMENT OF RAILWAYS AND CANALS.

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

	Year.	Construction.	Working Ex- penses, includ- ing Windsor Branch Railway.
		\$ cts.	\$ cts.
Expenditure prior to Confederation.....		10,766 725 54	
do since do do	1868	483,353 65	369,961 08
do do do do	1869	282,615 18	387,548 47
do do do do	1870	1,729,381 49	445,208 75
do do do do	1871	2,916,782 13	442,993 31
do do do do	1872	5,131,141 51	595,076 22
do do do do	1873	5,201,450 37	1,011,892 60
do do do do	1874	3,614,898 81	1,847,175 24
do do do do	1875	3,426,099 55	1,532,569 62
do do do do	1876	1,108,321 59	1,277,197 79
do do do do	1877	1,318,352 19	1,661,673 55
do do do do	1878	408,816 74	1,811,273 56
do do do do	1879	226,639 19	2,010,183 22
do do do do	1880	2,048,014 60	1,607,956 70
do do do do	1881	608,732 80	1,780,353 53
do do do do	1882	585,568 79	2,080,592 37
do do do do	1883	1,616,632 96	2,383,477 20
do do do do	1884	1,405,377 52	2,366,719 95
do do do do	1885	1,193,363 08	2,460,229 87
do do do do	1886	544,958 17	2,508,473 10
do do do do	1887	823,070 86	2,854,156 91
do do do do	1888	742,203 09	3,300,481 94
do do do do	1889	655,228 13	3,174,785 19
do do do do	1890	365,246 48	3,500,455 80
do do do do	1891	79,929 34	3,691,273 65
do do do do	1892	*168,101 77	3,439,377 02
Total		†47,453,005 53	48,531,108 64

* Expenditure, for year 1891-92. \$171,536 65
Less refunds of previous year's expenditure. 3,434 88

\$168,101 77

† Including \$296,872.90 charged to "Consolidated Fund."

Total cost of construction as above. \$ 47,453,005 53
Less amounts transferred from Capital to Consolidated Fund as follows :-

	Nova Scotia Ry.	European and North American Ry.
1868.....	\$ 16,800 99	\$ 11,302 89
1870	34,403 45	1,749 21
1871	50,405 69	
1873	106,899 59	75,311 08
	<u>\$ 206,509 72</u>	<u>\$ 83,363 18</u>
		206,509 72
		296,872 90

Agreeing with balance sheet, Public Accounts, 1891-92, page XIV..... \$ 47,156,132 63

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

STATEMENTS OF THE ACCOUNTANT
EASTERN EXTENSION RAILWAY.

15

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
do	since	do		1869		
do	do	do		1870		
do	do	do		1871		
do	do	do		1872		
do	do	do		1873		
do	do	do		1874		
do	do	do		1875		
do	do	do		1876		
do	do	do		1877		
do	do	do		1878		
do	do	do		1879		
do	do	do		1880		
do	do	do		1881		
do	do	do		1882		
do	do	do		1883		
do	do	do		1884	1,284,311 97	10,033 77
do	do	do		1885	2,055 92	78,273 65
do	do	do		1886	183 79	94,756 06
do	do	do		1887		94,254 04
do	do	do		1888		90,954 73
do	do	do		1889	34,235 73	90,719 04
do	do	do		1890		79,102 77
do	do	do		1891	3,255 40	*
do	do	do		1892		*
Total					1,324,042 81	538,094 06

* Included in Intercolonial Railway working expenses.

CARLETON BRANCH RAILWAY.

Government expenditure prior to Confederation.....				1868		
do	since	do		1869		
do	do	do		1870		
do	do	do		1871		
do	do	do		1872		
do	do	do		1873		
do	do	do		1874		
do	do	do		1875		
do	do	do		1876		
do	do	do		1877		
do	do	do		1878		
do	do	do		1879		
do	do	do		1880		
do	do	do		1881		
do	do	do		1882		
do	do	do		1883		
do	do	do		1884		
do	do	do		1885		
do	do	do		1886	85,610 69	
do	do	do		1887	2,299 62	
do	do	do		1888	500 17	
do	do	do		1889		
do	do	do		1890		
do	do	do		1891		
do	do	do		1892		
Total					88,410 48	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

CAPE BRETON RAILWAY.

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
do since do				1869		
do do do				1870		
do do do				1871		
do do do				1872		
do do do				1873		
do do do				1874		
do do do				1875		
do do do				1876		
do do do				1877		
do do do				1878		
do do do				1879		
do do do				1880		
do do do				1881		
do do do				1882		
do do do				1883		
do do do				1884		
do do do				1885		
do do do				1886		
do do do				1887	76,501 89	
do do do				1888	689,450 50	
do do do				1889	1,083,276 60	
do do do				1890	1,170,523 62	
do do do				1891	521,441 62	
do do do				1892	99,936 96	*
Total					3,641,131 19	

* Included in Intercolonial Railway working expenses.

OXFORD AND NEW GLASGOW RAILWAY.

Government expenditure prior to Confederation.....				1868		
do since do				1869		
do do do				1870		
do do do				1871		
do do do				1872		
do do do				1873		
do do do				1874		
do do do				1875		
do do do				1876		
do do do				1877		
do do do				1878		
do do do				1879		
do do do				1880		
do do do				1881		
do do do				1882		
do do do				1883		
do do do				1884		
do do do				1885		
do do do				1886		
do do do				1887		
do do do				1888	280,932 35	
do do do				1889	840,553 57	
do do do				1890	434,074 60	
do do do				1891	220,886 39	
do do do				1892	48,745 23	*
Total					1,826,192 14	

* Included in Intercolonial Railway working expenses.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

STATEMENTS OF THE ACCOUNTANT.

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MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

				Year.	Construction.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
do	since	do		1869		
do	do	do		1870		
do	do	do		1871		
do	do	do		1872		
do	do	do		1873		
do	do	do		1874		
do	do	do		1875		
do	do	do		1876		
do	do	do		1877		
do	do	do		1878		
do	do	do		1879		
do	do	do		1880		
do	do	do		1881		
do	do	do		1882		
do	do	do		1883		
do	do	do		1884		
do	do	do		1885	49,587 45	
do	do	do		1886	135,214 38	
do	do	do		1887	24,157 32	
do	do	do		1888	397 35	
do	do	do		1889		
do	do	do		1890		
do	do	do		1891	124,568 23	
do	do	do		1892		
Total					333,924 73	

PRINCE EDWARD ISLAND RAILWAY.

Government expenditure prior to Confederation.....					3,114,735 11	
do	since	do		1874		750 00
do	do	do		1875	46,086 63	49,344 62
do	do	do		1876	42,546 10	219,930 43
do	do	do		1877	200,000 00	228,595 25
do	do	do		1878	6,551 86	221,599 49
do	do	do		1879	40,129 05	223,313 12
do	do	do		1880	16,539 82	164,640 55
do	do	do		1881		203,122 88
do	do	do		1882	402 03	228,259 97
do	do	do		1883	57,186 02	252,808 41
do	do	do		1884	130,663 38	236,428 13
do	do	do		1885	76,956 56	211,207 01
do	do	do		1886	4,668 33	216,744 34
do	do	do		1887	5,800 00	204,237 45
do	do	do		1888		229,639 95
do	do	do		1889		247,559 44
do	do	do		1890		266,485 85
do	do	do		1891		257,990 08
do	do	do		1892	8,300 49	289,706 38
Total					*3,750,565 38	3,952,363 35

*Agrees with Public Accounts balance sheet, 1891-92, page xiv.

Total expenditure as above.....	\$3,750,565 38
do per Chief Engineer's report, page 31.....	3,750,081 38
Difference to be adjusted in next report.....	\$ 484 00

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

DEPARTMENT OF RAILWAYS AND CANALS.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including Subsidy of \$25,000,000.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....			
do since do	1868		
do do do	1869		
do do do	1870		
do do do	1871	30,148 32	
do do do	1872	489,428 16	
do do do	1873	561,818 44	
do do do	1874	310,224 88	
do do do	1875	1,546,241 67	
do do do	1876	3,346,567 06	
do do do	1877	1,691,149 97	
do do do	1878	2,228,373 13	
do do do	1879	2,240,285 47	
do do do	1880	4,044,522 72	78,892 01
do do do	1881	4,968,503 93	236,944 98
do do do	1882 (1)	4,589,075 79	1,786 20
do do do	1883 (2)	10,033,800 04	266 09
do do do	1884 (3)	11,192,722 02	327 02
do do do	1885 (4)	9,900,281 53	
do do do	1886 (5)	3,672,584 81	
do do do	1887 (6)	915,067 49	
do do do	1888	52,098 65	
do do do	1889	86,716 07	
do do do	1890	40,980 54	
do do do	1891	37,367 00	
do do do	1892	66,211 39	
Total		*62,044,159 08	318,216 30

*Agrees with Public Accounts balance sheet, 1891-92, page xiv.

(1) Including.....	\$ 2,210,000 00	on account subsidy
(2) do	5,323,076 60	do
(3) do	7,254,208 27	do
(4) do	6,862,201 00	do
(5) do	2,890,427 00	do
(6) do	460,087 13	do
	<u>\$ 25,000,000 00</u>	

LEONARD SHANNON,
DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Accountant.

STATEMENTS OF THE ACCOUNTANT.

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ANNAPOLIS AND DIGBY RAILWAY.

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
do	since	do		1869		
do	do	do		1870		
do	do	do		1871		
do	do	do		1872		
do	do	do		1873		
do	do	do		1874		
do	do	do		1875		
do	do	do		1876		
do	do	do		1877		
do	do	do		1878		
do	do	do		1879		
do	do	do		1880		
do	do	do		1881		
do	do	do		1882		
do	do	do		1883		
do	do	do		1884		
do	do	do		1885		
do	do	do		1886		
do	do	do		1887		
do	do	do		1888		
do	do	do		1889	9,847 27	
do	do	do		1890	381,942 75	
do	do	do		1891	196,869 36	
do	do	do		1892	26,129 39	
Total.....					614,789 27	

RECAPITULATION—RAILWAYS.

				Year.	Construction.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868	13,881,460 65	
do	since	do		1869	483,353 65	359,961 08
do	do	do		1870	282,615 18	387,548 47
do	do	do		1871	1,729,381 49	445,208 75
do	do	do		1872	2,946,930 45	442,993 31
do	do	do		1873	5,620,569 67	595,076 22
do	do	do		1874	5,763,268 81	1,011,892 60
do	do	do		1875	3,925,123 69	1,847,925 24
do	do	do		1876	5,018,427 85	1,581,934 24
do	do	do		1877	4,497,434 75	1,497,128 22
do	do	do		1878	3,209,502 16	1,890,268 80
do	do	do		1879	2,643,741 73	2,032,873 05
do	do	do		1880	2,507,053 71	2,233,496 34
do	do	do		1881	6,109,077 14	1,851,489 26
do	do	do		1882	5,577,236 73	2,220,421 39
do	do	do		1883	5,175,046 61	2,310,638 54
do	do	do		1884	11,707,619 02	2,636,551 70
do	do	do		1885	14,013,074 89	2,613,508 87
do	do	do		1886	11,224,244 54	2,749,710 53
do	do	do		1887	4,443,220 17	2,819,973 50
do	do	do		1888	1,846,887 18	3,152,650 40
do	do	do		1889	1,765,582 11	3,621,076 62
do	do	do		1890	2,709,857 37	3,513,063 67
do	do	do		1891	2,392,767 99	3,846,044 42
do	do	do		1892	1,184,317 34	3,949,263 73
do	do	do		1892	417,425 73	3,748,597 77
Total.....					121,075,220 61	53,359,296 72

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.LEONARD SHANNON,
Accountant.

STATEMENTS OF THE ACCOUNTANT.

[illegible]

[illegible]

This return does not include the following:—

1. The Canada Central Railway.

• 2. The Canadian Pacific Railway—main line.

3. The Atlantic and North-western Railway.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Accountant.

APPENDIX No. 4.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 10th October, 1892.

SIR,—I have the honour to submit my annual report in connection with the construction of the Canadian Pacific Railway, the Cape Breton Railway, the Oxford and New Glasgow section of the Intercolonial Railway, the Digby and Annapolis Railway, and also in connection with the subsidized railways, both to 30th June, 1892, and to the present date.

CANADIAN PACIFIC RAILWAY.

I stated in my last year's report that the arbitrators appointed to adjudicate upon the claim made upon the Government by the Canadian Pacific Railway Company in connection with the construction of the section of railway built by the Government between Savona's Ferry (Kamloops) and Port Moody, awarded the company the sum of \$579,255.20, of this amount the sum of \$202,675.20 was awarded for works executed during the progress of the arbitration, leaving a balance of \$376,580 for work remaining to be done to complete the road as required by the award. The award was dated July, 1891, since which the works of improvement under the award have been carried on under the supervision as to expenditure by Mr. Francis J. Lynch who carefully notes the progress being made, the character of the work being done and the expenditure, so as to enable him to send in monthly returns of the expenditure on each item named in the award. His returns show the following progress with the work.

From July, 1891, to February, 1892, amount expended and certified.....				\$ 11,966 79
In February, amount expended and certified.....				188 15
In March	do	do	.....	9,160 77
In April	do	do	.....	16,674 16
In May	do	do	.....	16,010 86
In June	do	do	.....	21,696 89
In July	do	do	.....	21,907 15
In August	do	do	.....	19,477 77
				<hr/>
				\$ 117,082 54
Amount awarded for work done prior to July, 1891.				202,675 20
				<hr/>
Total value of work done under the award up to 31st August, 1892..				\$ 319,757 74

Leaving work to the value of \$259,497.46 to be done. At the rate of progress which has been made up to the 31st August, 1892, it will take two more seasons to complete the work, but it is hoped that in future it will be prosecuted with greater vigour, and that the whole may be completed next season. The engineer in charge informs me that the works of their several kinds are well and substantially executed.

The two claims before the arbitrators in connection with some steel rails have not yet been finally disposed of, but it is probable the arbitrators will deal with these matters shortly. I stated in my report of last year that a number of claims for land and land damages remained unsettled, since which very little progress has been made towards settling them, a number of these being for land on the British Columbia

section, which cases are, I believe, before the Exchequer Court, and I understand a court has recently been held at Victoria, British Columbia, to hear them.

In addition to the works of improvements being made under the award of the arbitrators upon the Savona, Port Moody section, the company throughout their line are making large and heavy permanent improvements in the way of converting wooden trestle bridges into solid earthen embankments and by replacing wooden truss bridges with substantial steel structures, and for wooden grasshopper trestles and cribwork, solid masonry and concrete retaining walls have been substituted, these retaining walls ranging from 5 to 50 feet in height. By the close of the present working season it is expected there will be over 700 wooden structures replaced by solid earth embankments, steel structures, and about 7,500 lineal feet of solid masonry or concrete retaining wall.

In addition to these works some of the heavy grades on the eastern section of the road have been reduced with a view to increased efficiency and economy in operating the road, and on portions of the line where the traffic is specially heavy, the 56 lbs. steel rails have been lifted and replaced by 72 lbs. steel rails, so that what was originally a well constructed road with wooden structures, is being rapidly converted into a road of a very solid and substantial character.

I have mentioned all these matters relating to this road, feeling that the interests of the country are largely wrapped up in the success of this undertaking, which is doing more to develop its resources than any other railway enterprise in the country, as would naturally be the case with so extensive a road tapping, as it does, sections of the country in almost every point of the compass.

The president of the road who is very enterprising and evidently has the courage of his convictions, is still further extending several important branch roads and building others.

The traffic operations of this road continue to show astonishingly good results, which, considering the road passes through long stretches of undeveloped country, is very surprising, and as much of it is a fine agricultural district, while other sections are rich in minerals, leads to the belief that the road has a great future before it, as no doubt the traffic must rapidly develop year by year, as the country fills up with population, and its great resources are developed. The road has a length of 5,767 miles, and its operations for the year ended 30th June last, were as follows:—

Gross earnings	\$21,032,120 13
Working expenses.....	12,654,498 42
Net earnings.....	<u>\$ 8,377,621 71</u>

The value of this road as a great highway across this continent has been fully demonstrated during the past twelve months by the good despatch with which marines and others for the British Government have been transported over the road between the port of Halifax on the Atlantic Ocean and the port of Vancouver on the Pacific, and the comfort and ease with which they were enabled to make so long a journey, not only so, but it appears as if the Canadian Pacific Railway is fast becoming the favourite route between Europe, Japan and China. While this foreign trade is being developed, the local trade of Canada is also rapidly developing through the influence of the railway system of Canada, and especially the Canadian Pacific Railway.

TRAIN FERRY ACROSS STRAIT OF CANSO.

The cost of this work is estimated at about \$120,000, up to this date very little progress has been made with the work, the grading of the approach to the ferry on the Cape Breton side of the Strait of Canso has been executed under contract by Messrs. Gray and McManus and is completed. Mr. William Starkey, the contractor for the construction of the floating gang-way, is making good progress with the work. The iron work is being made under contract by "The Truro Foundry and Machine Company." Messrs. McDonald and Moffat have contracted to build the train barge, but have made little or no progress with the work. Tenders

are now being invited for the construction of a ferry steamer upon plans and specifications prepared by Messrs. Carrier, Lainé & Co., of Lévis.

Expenditure up to 30th June, 1892.....	\$10,297 65
do from 30th June, 1892, to 31st August, 1892..	5,839 72
Total	<u>\$16,137 37</u>

OXFORD AND NEW GLASGOW SECTION OF INTERCOLONIAL RAILWAY.

All the works of construction have been completed on this section of road excepting the water service, there remaining two water stations yet to complete, for which there is an appropriation available.

COST OF CONSTRUCTION AND EQUIPMENT.

Expenditure up to 30th June, 1892.....	\$1,825,192 14
do from 30th June, 1892, to 31st Aug., 1892..	129 75
Total.....	<u>\$1,825,321 89</u>

CAPE BRETON RAILWAY.

The section of this road between Sydney, North Sydney and the Grand Narrows has been in operation since the 24th November, 1890, and the section between the Grand Narrows and Point Tupper, since 1st January, 1891, so that it will be observed the road has been under traffic bordering on two years. It was, however, opened for public traffic to accommodate the public before it was completed, and at the close of the fiscal year 1891-92, there still remained some accounts for works of construction and equipment unpaid, these accounts were principally owing to the Intercolonial Railway for the stations equipment, and for the transport of construction materials during the progress of the works in the year previous, there also remained some minor works of construction to be done, and some land claims to be settled. These are now in a fair way of being completed. The session before last, this road was by Act of Parliament made part and parcel of the Intercolonial Railway. The passenger traffic on the Cape Breton section of the Intercolonial Railway is very good during the summer season, and very light in winter, but the freight business is exceedingly light the year round, especially so during the season of navigation.

COST OF CONSTRUCTION AND EQUIPMENT.

Expenditure up to 30th June, 1892, was.....	\$3,630,833 54
do from 30th June, 1892, to 31st Aug., 1892..	1,341 49
Total.....	<u>\$3,632,175 03</u>

DIGBY AND ANNAPOLIS RAILWAY.

This road was completed and handed over to the Western Counties Railway Company (for which it was built) in July, 1891, since which time it has been in continuous operation. The contractors for the construction of this road have made a claim on the Government in connection with this work in excess of the engineer's final estimate of \$107,776.25, of this \$1,925.61 has been allowed, leaving a balance of \$105,850.64, to which it is considered the contractors are not entitled under the contract.

Expenditure up to 30th June, 1892.....	\$614,789 27
do from 30th June, 1892, to 31st August, 1892.....	
Total.....	<u>\$614,789 27</u>

RAILWAYS SUBSIDIZED IN CASH, RAILS OR LAND.

List of Railways receiving a Cash Subsidy per mile, in a lump sum, or 15 per cent on cost of tunnel or bridge; showing the amount of subsidy granted to each, amounts paid up to 30th June, 1891, during the year ended 30th June, 1892, and during the three months ended 30th September, 1892, respectively; also, the total amount paid up to the last named date.

Name of Railway.	Estimated Length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1891.	Subsidy paid during the year ended 30th June, 1892.	Total Subsidy paid up to 30th June, 1892.	Total Subsidy paid up to 30th September, 1892.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 Albert Southern.....	16	51,200 00	31,500 00	18,060 00	50,460 00	50,460 00
2 Baie des Chaleurs.....	70	620,000 00	524,175 00		524,175 00	524,175 00
3 Beauharnois Junction.....	30	96,000 00	58,900 00		58,900 00	58,900 00
4 Belleville and North Hastings.....	7	22,400 00	21,888 00		21,888 00	21,888 00
5 Belleville and Lake Nipissing.....	30	96,000 00				
6 Brace-bridge and Bayville.....	15	48,000 00				
7 Brantford, Waterloo and Lake Erie.....	18	57,600 00	52,810 00		52,810 00	52,810 00
8 Brockville, Westport and Sault Ste. Marie.....	60	192,000 00	92,400 00	12,800 00	105,200 00	105,200 00
9 Bucktonche and Moncton.....	32	102,400 00	67,020 00		67,020 00	67,020 00
10 Canada Atlantic.....	53 & b'dge	314,400 00	282,355 20		282,355 20	282,355 20
11 Canadian Central.....	120	1,525,250 00	1,525,250 00		1,525,250 00	1,525,250 00
12 Canadian Pacific.....	1,905	25,000,000 00	25,000,000 00		25,000,000 00	25,000,000 00
13 For extension of C.P.R.....	160	1,500,000 00		1,500,000 00	1,500,000 00	1,500,000 00
14 Cap Rouge and St. Lawrence.....	12	38,400 00				
15 For a line Cape Tormentine towards Murray Bay.....	20	64,000 00	224,000 00		224,000 00	224,000 00
16 Caraque.....	67	142,400 00	75,639 00		75,639 00	75,639 00
17 Central.....	44 ⁸ / ₁₀	156,800 00				
18 Cobourg, Northumberland and Pacific.....	14	44,800 00	42,670 00	2,130 00	44,800 00	44,800 00
19 Cornwallis Valley.....	35	112,000 00		88,800 00	88,800 00	88,800 00
20 Columbia and Kootenay.....	14	44,800 00	39,850 00		39,850 00	39,850 00
21 Cumberland.....	7	22,400 00	15,360 00		15,360 00	15,360 00
22 Dominion Lime Co.....	63 ¹ / ₁₀	201,920 00	177,300 00	5,105 00	182,405 00	182,405 00
23 Drummond County.....	12	38,400 00	38,400 00		38,400 00	38,400 00
24 Elgin, Petterdine and Havelock.....	52	166,400 00	96,000 00		96,000 00	96,000 00
25 Erie and Huron.....	71	750,000 00	750,000 00		750,000 00	750,000 00
26 Esquimaux and Nanaimo.....						
27 For a line Fredericton via Oromocto and Gagetown to New Brunswick.....	30	96,000 00				
28 Fredericton and St. Mary's.....	1	30,000 00	30,000 00		30,000 00	30,000 00
29 Goderich and Wingham.....	31	96,200 00				
30 Grand Trunk, Georgian Bay and Lake Erie.....	15	48,000 00				
31 Great Eastern.....	60	229,500 00	35,500 00	4,845 00	40,345 00	40,345 00

DEPARTMENT OF RAILWAYS AND CANALS.

List of Railways receiving a Cash Subsidy per mile, in a lump sum, or 15 per cent on cost, &c., up to 30th June, 1892—Concluded.

Name of Railway.	Estimated Length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1891.	Subsidy paid during the year ended 30th June, 1892.	Total Subsidy paid up to 30th June, 1892.	Total Subsidy paid up to 30th September, 1892.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
32 Great Northern.....	50	160,000 00	54,588 00	24,100 00	78,688 00	78,688 00
33 Guelph Junction.....	16	51,200 00	46,000 00	.....	46,000 00	46,000 00
34 Harvey Branch.....	3	9,600 00	5,553 57	.....	5,553 57	5,553 57
35 Horsford.....	49	156,800 00	156,200 00	.....	156,200 00	156,200 00
36 International.....	49	156,800 00	156,800 00	.....	156,800 00	156,800 00
37 Inverness and Richmond.....	25	80,000 00	.....	.....	.....	.....
38 Irondale, Bancroft and Ottawa.....	50	160,000 00	15,000 00	.....	15,000 00	15,000 00
39 Joliette to St. Jean de Matha.....	8	25,600 00	.....	.....	.....	.....
40 Joggins.....	18½	58,400 00	37,500 00	.....	37,500 00	37,500 00
41 Kingston and Pembroke.....	15	48,000 00	48,000 00	.....	48,000 00	48,000 00
42 Napanee, Kingston and Western.....	78	288,400 00	192,944 00	.....	192,944 00	192,944 00
43 L. Assumption.....	3½	11,200 00	11,200 00	.....	11,200 00	11,200 00
44 For a line from Lachine Bank to Riviere des Prairies.....	15	48,000 00	.....	.....	.....	.....
45 Lake Erie and Detroit River.....	85	342,400 00	118,400 00	.....	118,400 00	118,400 00
46 Lake Temiscanque Colonization.....	68½	240,200 00	52,760 00	.....	52,760 00	52,760 00
47 Leamington and St. Clair.....	16	51,200 00	51,200 00	.....	51,200 00	51,200 00
48 Lindsay, Bekeaygon and Pontypool.....	32	102,400 00	.....	.....	.....	.....
49 Lothburiere and Megantic.....	15	48,000 00	.....	.....	.....	.....
50 Manitoulin and North Shore.....	30	96,000 00	.....	.....	.....	.....
51 Mississippi Junction.....	25	80,000 00	.....	.....	.....	.....
52 Maskinonge and Nipissing.....	30	96,000 00	.....	.....	.....	.....
53 Montreal and Sorel.....	45	112,000 00	93,757 57	.....	93,757 57	93,757 57
54 Montreal and Champlain Junction.....	63	103,600 00	88,500 00	.....	88,500 00	88,500 00
55 Montreal and Western.....	70	361,270 00	76,143 00	32,253 00	108,386 00	186,031 00
56 Montreal and Lake Maskinonge.....	13½	42,200 00	41,280 00	.....	41,280 00	41,280 00
57 Montreal and Ottawa.....	60	192,000 00	.....	49,960 00	49,960 00	49,960 00
58 Montford Colonization.....	21	67,200 00	.....	.....	.....	.....
59 New Brunswick and Prince Edward.....	37	118,400 00	113,440 00	.....	113,440 00	113,440 00
60 Nicola Valley.....	25	80,000 00	.....	.....	.....	.....
61 Nipissing and James Bay.....	25	80,000 00	.....	.....	.....	.....
62 New Glasgow Iron, Coal and Railway Co.....	12½	40,000 00	312,000 00	.....	312,000 00	312,000 00
63 Northern and Western.....	100	320,000 00	1,320,000 00	.....	1,320,000 00	1,320,000 00
64 Northern Pacific Junction.....	110	1,320,000 00	222,400 00	8,300 00	230,700 00	230,700 00
65 Nova Scotia Central.....	80	256,000 00	.....	.....	.....	.....
66 Ontario and Pacific.....	53½	172,400 00	.....	.....	.....	.....
67 Ontario, Belmont and Northern.....	10	32,000 00	.....	.....	.....	.....
68 Orford Mountain.....	31	99,200 00	.....	32,000 00	32,000 00	32,000 00

69	Oshawa Railway and Navigation Company.	7	22,400 00	87,582 00	38,790 00	120,372 00	176,192 00
70	Ottawa and Gatineau Valley.	62	320,000 00				
71	Ottawa, Arnprior and Pelly Sound.	107	430,400 00				
72	For a line from Ottawa to Morrisburg.	52	166,400 00				
73	Pelly Sound Colonization.	40	128,000 00		30,400 00	30,400 00	30,400 00
74	Pontiac Pacific Junction.	92, 98 and bridge.					
75	Philipsburg Junction.	6, 6 1/2	337,100 00	174,828 00		174,828 00	174,828 00
76	Pontiac and Renfrew.	6	21,600 00				
77	Port Arthur, Duluth and Western.	89, 14 1/2	19,200 00	13,600 00		13,600 00	13,600 00
78	Quebec Central.	15, 15 1/2	287,200 00	87,000 00	70,075 00	157,075 00	157,075 00
79	Quebec and Lake St. John.	248	60,342 00	60,342 00		60,342 00	60,342 00
80	Quebec, Montmorency and Charlevoix.	30	1,003,495 00	818,706 00	262,227 73	844,927 73	844,928 73
81	Restigouche and Victoria.	15	96,000 00	65,600 00		65,600 00	65,600 00
82	For a line Revelstoke to head of Arrow Lake.	25	48,000 00				
83	For a line Sand Point, Shelburne Harbour to Annapolis Royal and to a point at or near Glasgow to Liverpool.		240,000 00				
84	Shuswap and Okanagan.	75	163,200 00	162,260 00		162,260 00	162,260 00
85	South Norfolk.	51	54,400 00	54,400 00		54,400 00	54,400 00
86	South Ontario Pacific.	49	158,400 00				
87	St. Catharines and Niagara.	12	38,400 00	38,400 00		38,400 00	38,400 00
88	St. Eustache to a point on C.P.R. to Isle Jésus.	12	38,400 00				
89	St. Eustache to St. Placide.	18	57,600 00				
90	St. Flavie or Little Métis to Matane.	50	160,000 00				
91	St. Césaire to St. Paul d'Abbotsford.	5	16,000 00				
92	St. Clair Frontier Tunnel.	2.50 & tunnel					
93	St. Lawrence and Lower Laurentian.	38, 1 1/2	375,000 00	316,400 00	58,600 00	375,000 00	375,000 00
94	St. Lawrence and Adirondack.	25, 1 1/2	217,600 00	124,816 00	92,784 00	217,600 00	217,600 00
95	St. John to Ste. Rosalie.	32	82,624 00		40,256 00	40,256 00	64,704 00
96	St. Louis to Richibucto.	7	102,400 00				
97	St. John Valley and Rivière du Loup.	59	22,400 00	22,400 00		22,400 00	22,400 00
98	St. Placide to St. Andrews.	8	188,800 00				
99	St. Rémi to St. Cyprien.	12	25,000 00				
100	St. Stephen and Mill-Town.	3, 1 1/2	38,400 00				
101	Stewiacke and Lansdowne.	74	11,200 00				
102	Summerside to Richmond Bay.	3	236,800 00				
103	Sydney to Louisbourg.	28	9,600 00				
104	Temiscouata.	119	89,600 00	569,970 00	54,880 00	624,800 00	645,950 00
105	Thousand Island.	18	670,800 00	10,400 00		10,400 00	10,400 00
106	Tilsenburgh, Lake Erie and Pacific.	16	54,400 00				
107	Tobique Valley.	28	51,200 00				
108	Toronto, Grey and Bruce.	5	134,400 00		73,000 00	73,000 00	73,000 00
109	Waterloo Junction.	11	16,000 00		14,656 00	14,656 00	14,656 00
110	Western Counties.	20	35,200 00		32,800 00	32,800 00	32,800 00
111	Woodstock via London to Chatham.	80	500,000 00	500,000 00		500,000 00	500,000 00
112	Woodstock and Centreville.	26	256,000 00	256,000 00		256,000 00	256,000 00
Total		6,253, 1 1/2	44,968,501 00	35,701,986 34	2,404,466 73	38,068,053 07	38,241,106 07

It will be observed the above table includes the Canada Central, the North Shore Railway, the Esquimalt and Nanaimo Railway, and the Canadian Pacific Railway.

List of Railways receiving Cash Subsidies of fixed sums per annum for a series of years.

Name of Railway.	Miles.	Amount payable each year for 20 years.	Remarks.
		\$ cts.	
Atlantic and North-western.....	252	93,300 00	Road completed and in operation.
Chignecto Marine Transport.....	16 85	85,301 00	
Kingston, Smith's Falls and Ottawa.....	56	3,136 00	
Quebec Central.....	90	10,595 77	
St. Catharines and Niagara.....	34	1,890 00	
Provincial Government of Quebec (Q. M. O. and O. R.) and North Shore Ry.....	279	59,850 00	Road completed and in operation. NOTE.—160 miles of this road between Stewarton Junction and Quebec appears in the statement of railways receiving a cash subsidy per mile.

Amount paid annually to the Province of Quebec is entered upon subsidy granted to Quebec, Montreal, Ottawa and Occidental Railway, and North Shore Railway; 5 per cent on the sum of \$2,394,000, equal to \$119,700 annually.

The railway subsidized from Montreal to St. Andrew's, St. John and Halifax, to the amount of \$250,000 per annum, for 20 years, and contracts by the Atlantic and North-western Railway Company was divided into three sections as follows:—

- (1.) Montreal to Sherbrooke, 108 miles.
- (2.) International Boundary to Mattawamkeag, 144 miles.
- (3.) Harvey to Salisbury, 115 miles.

This latter section has not been built and the amount of subsidy applicable thereto has lapsed, amounting to \$63,400.

The two first-named sections are completed and under traffic, entitling the company to receive the sum of \$93,300 each half year for 20 years.

On the Chignecto Marine Transport Railway, the works of construction have made no progress since my last year's report.

Cost of railway lines built by the Dominion Government and transferred to the Canadian Pacific Railway Company up to 30th June, 1892.....	\$30,404,577 65
From 30th June 1892, to 30th September, 1892.....	292,334 44

Total up to 30th September, 1892..... \$30,696,912 09

Cost of Dominion Government Railways to 30th June and 30th September, 1892.

Name of Railway.	Cost up to 30th June.	Expended from 30th June to 31st August 1892.	Total expended up to 31st August 1892.
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	53,949,933 65	131,039 11	54,080,972 76
Prince Edward Island Railway.....	3,750,081 38	484 00	3,750,565 38
Total.....	57,700,015 03	131,523 11	57,831,538 14

List of Railways to which grant of Subsidies in Old Rails to the value appearing opposite their respective names, has been authorized by Parliament.

Name of Railway.	Value of old Iron Rails granted as Subsidy.	Remarks.
	\$ cts.	
Albert.....	14,665 45	Earned and transferred. do do do do
Central of New Brunswick.....	83,612 54	
Chatham Branch.....	24,439 84	
Elgin, Petisodiac and Havelock.....	44,252 82	
Kent Northern.....	58,334 27	
Halifax Cotton Co.....	4,335 00	
Steel Company of Canada.....	11,964 66	
Total.....	241,604 58	

List of Railways to which grants of Land Subsidies have been authorized by Parliament.

Name of Railway.	Miles.	Acres granted.	Remarks.
Alberta Railway and Coal Co.....	50	320,000	Completed and in operation. 50 miles completed and in operation.
Alberta and Arthabaska.....	300	1,920,000	
Brandon and South-western.....	17	108,800	
Calgary and Edmonton.....	340	2,176,000	
Canadian Pacific (Trunk Line).....	1,905	25,000,000	
Canadian Pacific Branches.....	245	1,568,000	
Esquimalt and Nanaimo.....	78	1,900,000	
Great North-west Central.....	450	2,880,000	
Lake Manitoba Railway and Canal Co.....	142	902,000	
Lake Seul.....	18	115,200	
Manitoba North-western.....	456	2,918,400	109 miles constructed and in operation. 248 miles constructed and in operation. 6,400 acres per mile in Manitoba ; 12,800 in North-west Territories.
Manitoba South-western Colonization.....	218½	1,396,500	
Manitoba South-eastern.....	110	704,000	
Medicine Hat Railway and Coal Co.....	8	51,200	
North-western of Canada.....	330	3,300,000	
North-west Coal and Navigation Co.....	209½	1,089,180	
Qu'Appelle, Long Lake and Saskatchewan.....	348½	2,229,333	
Red Deer Valley Railway and Coal Co.....	55	352,000	
Winnipeg and Hudson Bay.....	No distance given.		
Wood Mountain and Qu'Appelle.....	240	1,536,000	

Name changed by 52 Vic., cap. 65, to the North-western Railway Company of Canada.

I am not in possession of the information necessary to enable me to state the quantities of land conveyed to the companies.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

To the Secretary,
Department of Railways and Canals.

APPENDIX No. 4a.

DEPARTMENT OF RAILWAYS AND CANALS, GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 10th October, 1892.

SIR,—I have the honour to submit to you as usual my annual report upon the working of the Government railways for the year ended 30th June, 1892, and I attach hereto the reports of the Chief Superintendent, Chief Engineer and Mechanical Superintendent of the Intercolonial Railway and also those of the Superintendent and the Mechanical Superintendent of the Prince Edward Island Railway together with statement of accounts prepared by the accountants of these roads.

TABLE showing the length of the Government railways on the 30th June, 1892.

INTERCOLONIAL RAILWAY.

	Miles.	Total Miles.
Chaudière Junction to Halifax.....	678	
Moncton to St. John.....	89	
Truro to Sydney.....	217	
Oxford Junction to Pictou.....	70	
Chaudière Junction to Lévis.....	8	
Lévis to St. Charles Junction, <i>via</i> Harlaka.....	14	
Dalhousie Junction to Dalhousie.....	7	
Derby Junction to Indiantown.....	14	
Painsec Junction to Point du Chêne.....	11	
Pugwash Junction to Pugwash.....	5	
Stellarton Junction to Brown's Point.....	12	
North Sydney Junction to North Sydney.....	5	
New Glasgow to Pictou Landing.....	7	
Richmond to Dartmouth.....	5	

Total miles showing a regular train service.....1,142

FREIGHT BRANCHES.

Rivière du Loup Wharf Branch	4	
Rimouski do	2	
New Castle do	2	
Dorchester do	1	
Courtney Bay do	1	
Sackville do	$\frac{1}{2}$	
Stewiacke do	1	
Halifax Cotton Factory do	1	
		12 $\frac{1}{2}$

Total length of the Intercolonial Railway 1,154 $\frac{1}{2}$

WINDSOR BRANCH.

Windsor Junction to Windsor.....	32
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PRINCE EDWARD ISLAND RAILWAY.

	Miles. Total Miles.
Souris to Tignish.....	168
Mount Stewart to Georgetown....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse.....	13
Alberton to Cascumpec Wharf.....	1
	<u>211</u>
Total length of Government railways.....	<u>1,397½</u>

The result of the year's operations of the Government railways may be stated as follows:—

Name of Railway.	Mileage in operation.		Amount.	Profit.	Loss.
			\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway	1,142	Earnings	2,945,441 97		
		Working expenses...	3,439,377 00		493,935 03
Windsor Branch Railway.....	32	Earnings	33,508 85		
		Maintenance.....	19,514 37	13,904 48	
Prince Edward Island Railway.	211	Earnings	157,442 69		
		Working expenses...	289,706 38		132,263 69
					626,198 72
					13,994 48
Total miles.....	1,375			Net loss...	612,204 24

In the first half of the year appearances indicated that the loss in the year's operations would assume greater proportions than for the year previous, and had not the Honourable the Minister adopted vigorous measures to reduce the cost of working the road, without impairing its efficiency, the loss would probably have exceeded that of the year previous, but as a result of his determined action upon taking charge of the department in the early part of the last half of the fiscal year, in adopting the measures of economy the loss of working the road for the year is \$155,170.93 less than for the year previous, the loss being \$612,204.24, as against a loss in the previous year of \$767,375.17, and this result has been achieved in the face of a dull season's traffic and a consequent falling off in the earnings as compared with the earnings of the year previous.

The gross earnings of the Government railways for the last two years, compared as follows:—

	1890-91.	1891-92.
Intercolonial Railway	\$2,977,395 38	\$2,945,441 97
Windsor Branch Railway.....	30,235 13	33,508 85
Prince Edward Island Railway.....	174,258 05	157,442 69
	<u>\$3,181,888 56</u>	<u>\$3,136,393 51</u>

Showing a decline in the gross earnings for the year as compared with those of the year previous of \$45,495.05.

This falling off in the gross earnings is almost entirely due to dulness in the freight traffic, especially in the local traffic (which commands the best rates), it having decreased by about 46,000 tons as compared with the previous year, whilst the through freight (which is carried at low rates) increased by about 6,000 tons, so that if the local freight traffic had been as favourable as the year previous an even better result in the net earnings would have been obtained. However, the adoption of these measures of economy began to take effect too late in the year to bring about any near approach to an equilibrium between earnings and working expenses, but it is confidently expected that if the determined policy of economy in the working of these roads is continued in future, the Honourable Minister will be able to show at the close of the current year a greatly improved state of affairs as regards the net results.

INTERCOLONIAL RAILWAY.

I mentioned in my report of last year, that the Eastern Extension and the Cape Breton Railways were by Act of Parliament merged into the Intercolonial Railway. As this is the first year in which the cost of these road and the Oxford and New Glasgow section appear in the capital account of the Intercolonial Railway, they are each shown separately, but hereafter, they will be in one sum as the cost of the Intercolonial Railway. The accounts for the operations of these sections of road are blended with those of the other sections of the Intercolonial Railway and form one great whole.

The grain traffic from the west for shipment at Halifax was greatly in excess of that of previous years, but it was continued to be carried over the road at the exceedingly low rate of $\frac{1}{10}$ of a cent per ton per mile. The quantity of grain so carried was 1,265,497 bushels, and as a quantity of this grain came forward weeks before it was required for shipment, and the grain elevator at Halifax was full, awaiting the arrival of ships to take it away, the sidings stood full of loaded cars not only in Halifax, but along the line between Truro and Halifax, much to the inconvenience and displacement of the ordinary business of the road. No doubt if such a volume or a greater volume of grain traffic was to continue, the facilities for handling it at Halifax would be insufficient, if it is to be sent forward weeks and, indeed, months before it is required for shipment; but the question which arises is, in ordinary seasons, will the port of Halifax be sought as an outlet for the surplus grain of the country? This is a question which has yet to be solved, if it is, it can only be done by providing greater facilities for the traffic, and if this is done the grain rate, it appears to me should be raised to such a figure as would at least pay the cost of transportation, it being an undisputed fact that $\frac{1}{10}$ of a cent per ton per mile will not, especially in the winter season, when the cost of transport is increased, pay the cost. There are occasions, no doubt, when it is an advantage to furnish loads for cars, which would otherwise run light, at a very low figure.

The through coal traffic has been lighter this year than for some years past, attributable in some degree I am informed by reason of the coal companies having failed to secure contracts from the trunk lines of the same magnitude they had for some years past.

The system of heating the passenger trains by steam direct from the locomotive has given great satisfaction, and has contributed very much to the comfort of the travelling public, as well as to their safety, and the fitting up of the engines and cars with these heating appliances has been continued during the year until at the close of the year there were 62 locomotives and 190 cars so fitted up.

The interest of the employees of the road has not been neglected, the Westinghouse automatic air brake having been fitted to 13 locomotives and 61 freight cars during the year, making a total of 70 locomotives and 677 freight cars so fitted up, but the full advantage of the application of this brake will not be realized until all the freight cars running over the road are furnished with them.

No portion of the appropriation of \$150,000 for increased accommodation at Halifax has as yet been expended.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to 30th June, 1892 :—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Steam Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	206	15 5	92	6	95	24 39	99	2071 103	2130	999 471 794	44	10	21	2
		20				63		2174		2264				

The following is a statement of the quantity and classes of rolling stock which has been rebuilt during the year at cost of revenue to maintain the stock :—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Steam Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	1		4		2	4	2	17	40	38 42 29	1		6	
										109				

I may here remark that in last year's report the clerk who abstracted the statement of rolling stock rebuilt during that year from the Mechanical Superintendent's report made an error by taking out the number to be rebuilt, instead of those rebuilt during the year.

The statement for that year should have been as follows, viz.:—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Steam Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
			5			2		73	157	159 10	3	4		
										169				

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since 1st July, 1876, when the road was first opened as a through line to the west.

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	522,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716 083 53	510,861	640,101
1879-80	829	1,603,429 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 48	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	10,547 83		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,936	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	966	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,846 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		547,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732

The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Chaudière Junction and St. John for points west thereof, and to local stations in each year since the commencement of the trade in 1879 :—

Calendar Year.	For the West.		To Local Stations.	Total.
	Via Chaudière.	Via St. John.		
1876-77			103,420	103,420
1877-78			97,043	97,043
1878-79	300		112,232	112,532
1879-80	1,097		135,369	136,466
1880-81	6,102	4,022	174,483	184,607
1881-82	18,015	11,779	218,364	248,158
1882-83	12,837	22,206	227,380	262,423
1883-84	22,014	19,534	252,014	293,562
1884-85	133,440	1,773	213,791	349,004
1885-86	171,170	21,150	215,272	407,592
1886-87	192,871	27,536	233,178	453,585
1887-88	183,704	36,228	309,727	529,659
1888-89	160,026	27,923	338,538	526,487
1889-90	164,453	25,126	366,967	556,546
1890-91	113,996	39,213	344,829	498,038
1891-92	35,447	5,918	392,441	433,806

In thus appears that the largest tonnage of coal carried over the road from the west was in the year 1886-87, when it reached 192,022 tons, since which the through coal traffic for points west of the Intercolonial Railway has been on the decline.

TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				Brot. forward	104,400		104,400
1877-78.....				1884-85.....	300,901		300,901
1878-79.....				1885-86.....	389,122		389,122
1879-80.....				1886-87.....	575,880		575,880
1880-81.....				1887-88.....	69,021		69,021
1881-82.....				1888-89.....	129,725		129,725
1882-83.....	31,011		31,011	1889-90.....	502,012		502,012
1883-84.....	73,389		73,389	1890-91.....	148,803	69,534	218,337
Carried forward	104,400		104,400	1891-92.....	745,997	519,500	1,265,497
				Total.....	2,965,861	589,034	3,554,895

TABLE showing the number of barrels of flour carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77.....	254,710	1884-85.....	935,977
1877-78.....	657,778	1885-86.....	761,127
1878-79.....	630,329	1886-87.....	763,894
1879-80.....	533,248	1887-88.....	871,838
1880-81.....	672,310	1888-89.....	948,514
1881-82.....	692,095	1889-90.....	1,116,060
1882-83.....	983,916	1890-91.....	1,013,129
1883-84.....	817,134	1891-92.....	954,015

TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1884-85.....	734,902
1877-78.....	331,170	1885-86.....	849,800
1878-79.....	302,921	1886-87.....	1,018,395
1879-80.....	534,021	1887-88.....	1,219,035
1880-81.....	565,678	1888-89.....	1,526,158
1881-82.....	560,253	1889-90.....	2,610,202
1882-83.....	1,195,601	1890-91.....	2,890,921
1883-84.....	654,673	1891-92.....	3,776,677

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77.....	58,096,474	1884-85.....	138,493,675
1877-78.....	56,626,547	1885-86.....	117,186,512
1878-79.....	55,626,696	1886-87.....	161,801,763
1879-80.....	55,462,654	1887-88.....	197,755,272
1880-81.....	72,841,388	1888-89.....	199,507,777
1881-82.....	78,356,418	1889-90.....	210,886,071
1882-83.....	104,633,417	1890-91.....	184,188,324
1883-84.....	131,120,948	1891-92.....	175,474,340

TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1884-85.....	70,785
1877-78.....	46,498	1885-86.....	74,498
1878-79.....	47,584	1886-87.....	82,886
1879-80.....	70,990	1887-88.....	98,302
1880-81.....	61,574	1888-89.....	85,960
1881-82.....	73,479	1889-90.....	86,771
1882-83.....	68,338	1890-91.....	95,529
1883-84.....	60,090	1891-92.....	87,889

TABLE showing the number of tons of ocean borne goods to and from Europe, *via* the Port of Halifax carried over the road during each year since it was first opened for traffic as a through line.

Year.	To Chau- dière for the West.	To St. John for the West.	To local stations.	Total.
	Tons.	Tons.	Tons.	Tons.
1876-77.....				
1877-78.....	14,949		3,405	18,354
1878-79.....	21,628		2,643	24,271
1879-80.....	21,073		4,952	26,025
1880-81.....	15,454		3,534	18,988
1881-82.....	21,607		4,168	25,775
1882-83.....	24,875		7,911	32,786
1883-84.....	19,696		6,533	26,229
1884-85.....	22,787		8,405	31,192
1885-86.....	13,464		8,216	21,680
1886-87.....	16,923		9,811	26,734
1887-88.....	41,864		8,878	50,742
1888-89.....	17,340		11,481	28,821
1889-90.....	9,895		11,730	21,625
1890-91.....	9,923		10,764	20,687
1891-92.....	9,719	17	23,835	33,571

TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	Raw Sugar.				Refined Sugar.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....	340			340				
1877-78.....	186			186				
1878-79.....	1,041			1,041				
1879-80.....	12,220			12,220				
1880-81.....	13,872			13,872	4,022		2,902	6,924
1881-82.....	14,256		1,290	15,546	7,146		3,607	10,753
1882-83.....	9,465		508	9,973	11,126		5,497	16,623
1883-84.....	13,778		3,068	16,846	14,543		7,265	21,808
1884-85.....	10,381		3,661	14,042	18,024		8,445	26,469
1885-86.....	4,394		3,998	8,392	7,660		5,858	13,518
1886-87.....	20,450		8,500	28,950	15,044		8,395	23,439
1887-88.....	14,320		14,085	28,405	21,641		7,133	28,774
1888-89.....	24,358		7,160	31,518	12,955		11,120	24,075
1889-90.....	7,390		8,913	16,303	6,778		6,125	12,903
1890-91.....	5,088	4,670	8,215	17,973	10,130	468	5,996	16,594
1891-92.....	7,142	3,960	10,535	21,637	12,633	7,674	12,414	32,721

TABLE showing the number of tons of Fresh and Salt Fish carried over the road during each year since it was opened as a through line.

Year.	Fresh Fish.				Salt Fish.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....	530	921	527	1,978	551	1,848	802	3,201
1877-78.....	596	1,015	474	2,085	898	1,644	805	3,347
1878-79.....	471	1,336	817	2,624	988	1,038	1,048	2,974
1879-80.....	519	1,362	453	2,334	1,612	2,238	959	4,809
1880-81.....	498	1,879	920	3,297	2,418	937	1,051	4,406
1881-82.....	475	1,619	957	3,051	4,031	1,066	2,487	7,584
1882-83.....	542	384	393	1,319	3,299	759	1,354	5,412
1883-84.....	838	1,682	412	2,932	1,322	1,143	1,224	3,689
1884-85.....	1,062	1,885	484	3,431	3,563	3,600	1,596	8,759
1885-86.....	1,669	1,645	902	4,216	1,680	2,047	3,376	7,103
1886-87.....	1,278	1,572	2,008	4,858	3,236	569	1,747	5,552
1887-88.....	1,533	1,477	1,031	4,041	2,617	476	1,069	4,193
1888-89.....	2,474	2,000	1,870	6,344	3,070	7,746	2,994	13,810
1889-90.....	2,235	1,787	2,111	6,223	2,449	847	3,288	6,584
1890-91.....	2,029	2,788	1,848	6,665	1,953	1,917	3,236	7,106
1891-92.....	1,367	1,746	547	3,660	1,946	928	1,880	4,763

Forty-three miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 4,560 tons of 67-lb. steel rails, and 500,374 ties have been renewed, being considerably in excess of the number renewed in any previous year.

About 1,000 feet of the trestle bridge which spans the "Narrows" of the Halifax harbour was carried away in a very severe storm, thus cutting off railway communication with Dartmouth. Prompt action was taken to rebuild it, but as the

water ranges in depth from 50 to 60 feet in deep sections, it was a work which took some time to carry out; however, the traffic was interrupted as short a time as possible. The cost of rebuilding it amounted to about \$32,000, which may be considered an extraordinary charge against revenue for the year and which it is trusted may not have to be repeated for many years. The same storm which destroyed the bridge across Halifax harbour carried away the trestle on the deep-water wharf at Halifax along which the grain is conveyed from the elevator to the vessels. The cost of replacing this work was an unforeseen expense. However, from year to year we have found such items of expenditure over which we have no control, arising unexpectedly from the action of the elements, and we are never able to calculate upon what destruction of property may take place during a year, from the effects of fire, wind and water. It is, however, confidently believed, that a continuance of the policy of economy inaugurated by the Honourable the Minister will result at an early day in an equilibrium between earnings and working expenses, but to accomplish this, the expenses will require to be kept down to the lowest degree possible consistent with efficiency, and that can only be brought about by the head of each department of the railway having full control of the men working under him, and by his looking closely after the work to see that no unnecessary expenditure is incurred.

CAPITAL ACCOUNT.

Total cost of road and equipment to 30th June, 1891. \$53,629,714 81
Add expenditure during year 1891-92..... 320,218 84

Total cost up to 30th June, 1892..... \$53,949,933 65

Which is made up as follows, viz. :—

	Road.	Rolling Stock.	Total.
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	40,106,073 45	7,053,494 06	47,159,567 51
Eastern Extension Railway.....	1,127,859 02	196,183 79	1,324,042 81
Oxford and New Glasgow Section.....	1,488,567 62	336,624 52	1,825,192 14
Cape Breton Railway.....	3,490,118 65	151,012 54	3,641,131 19
	46,212,618 74	7,737,314 91	53,949,933 65

These roads being now merged into one by Act of Parliament, in future the capital account will appear as the cost of the road and rolling stock of the Intercolonial Railway.

Both the road and rolling stock are in very efficient condition and as the grades and general alignment of the trunk line are specially favourable for fast time, a good rate of speed is made with the through express trains.

WINDSOR BRANCH RAILWAY.

The traffic of this road has been worked by the Windsor and Annapolis Railway Company under an agreement dated the 21st September, 1871, and which agreement will expire on the 1st January next, to be renewed on the same conditions or such other conditions as may be mutually agreed to. Under this agreement the Windsor and Annapolis Railway Company worked the traffic and the Government maintained the way, and works, the former receiving two-thirds and the latter one-third of the gross earnings. The road has been well maintained, $4\frac{1}{2}$ miles of worn-out iron rails having been removed and replaced by $4\frac{1}{2}$ miles of 56-lb. steel rails with angle fish-plates, and is in good running condition.

TABLE showing the earnings and its division between the Windsor Branch and the Main Line of the Intercolonial Railway between Windsor and Halifax, the maintenance, expenses and net earnings of the Windsor Branch for each year since 1880.

Year.	Miles in Operation.	Gross Earnings.	Proportion of Gross Earnings credited to Line West-ern Junction to Halifax.	Proportion of Gross Earnings credited to the Wind-sor Branch.	Maintenance Expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	.....
1881-82..	32	28,461 07	7,407 88	21,053 19	13,099 55	7,953 64	.....
1882-83..	32	32,199 77	8,085 88	24,113 89	23,103 93	1,009 96	.....
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	.....
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	.....
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	.....
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33	.....	714 75
1887-88..	32	32,242 85	7,689 30	24,553 55	24,040 33	513 22	.....
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	.....
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	.....
1890-91..	32	39,519 56	9,284 43	30,235 13	28,931 71	1,303 42	.....
1891-92..	32	42,891 23	9,382 38	33,508 85	19,514 37	13,994 48	.....

If the renewal of the agreement of the 21st September, 1871, is made I suggest that one of the conditions should be that the Windsor and Annapolis Railway Company, both work the traffic and maintain the way and works, such arrangement will, I am convinced, be more satisfactory both to the Government and to the company.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to 30th June, 1891	\$3,741,780 89
Expenditure during the year :—	
Removal of Summerside Station buildings.....	\$4,995 42
Land at Charlottetown Station.....	3,305 07
	8,300 49
Total cost up to 30th June, 1892..	<u>\$3,750,081 38</u>
Made up as follows, viz. :—	
Cost of road.....	\$3,291,352 38
Cost of rolling stock.....	458,729 00
Total cost up to 30th June, 1892.....	<u>\$3,750,081 38</u>

The rolling stock provided on capital account, and representing the sum of \$458,729 as above consists of—

Engines.	Passenger Car Stock.				Box and Cattle Cars.	Platform Cars.	Con-ductors' Vans.	Pay Cars.	Snow Ploughs	Flangers
	1st Class Cars.	2nd Class Cars.	Bag-gage and Smok-ing Cars	Official Cars.						
21	17	15	3	1	175	125	3	1	8	7

Statement of rolling stock rebuilt during the year :—1 box car.

REVENUE ACCOUNT.

The traffic for the year under consideration has been very dull, both the passenger and freight traffic having decreased, there having been 6,119 less passengers, and 8,446 less tons of freight, carried over the road than during the previous year, the amount earned from passenger traffic being \$1,333.02; for freight traffic \$11,677.59, and for mails and sundries \$3,804.75 less than in the year previous, making an aggregate decrease in the earnings of the year of \$16,815.36 over that of the previous year.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of passengers carried each year since the 30th June, 1875, when the road was first open for traffic:—

Year.	Miles in Operation.	Working Expenses.	Gross Earnings.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$ cts.	\$ cts.	\$ cts.		
1875-76.....	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77.....	199	228,596 25	130,664 92	97,930 33	41,039	93,478
1877-78.....	199	221,599 49	135,899 60	85,699 89	38,923	111,428
1878-79.....	199	223,313 12	125,855 99	97,457 21	38,668	105,046
1879-80.....	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81.....	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82.....	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83.....	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84.....	199	230,428 13	144,504 12	91,924 01	51,841	118,988
1884-85.....	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86.....	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87.....	211	204,237 37	155,303 37	48,934 00	53,589	103,067
1887-88.....	211	229,639 95	158,363 62	71,276 33	59,603	131,246
1888-89.....	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90.....	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91.....	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92.....	211	289,706 38	157,442 69	132,263 69	51,065	139,389

A partial cause of the loss in 1891-92 being in excess of that of the year previous, was that the vessel carrying the new steel rails, which were to have been laid in the track in 1890-91, was wrecked off Cape Breton, as a consequence no rails were laid in the track that year, but the new steel rails provided for the two years were all laid in 1891-92, and charged against revenue in that year, the total charge being \$36,175.19, the half of which would, in the ordinary course, have been a charge against revenue for 1890-91, which would have shown a loss in each of these two last years as follows, viz., 1890-91, \$101,819.62, and in 1891-92, \$114,176.10.

During the year 11½ miles of 40-lb. iron rails were lifted and replaced by a like length of 50-lb. steel rails.

	Miles.
The road now has a length of steel track of.....	85
And iron track of.....	126

Total length of road. 211

It is proposed to continue year by year to replace about 8 or 9 miles of old iron rails by new steel rails, until the whole line is steeled, using the best of the old iron rails for repairs.

The road and rolling stock have been maintained in a good state of repair.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

To the Secretary,
Department of Railways and Canals.

INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 26th September, 1892.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year which ended 30th June, 1892.

I inclose the reports of the chief engineer and mechanical superintendent, and the following statements prepared by the chief accountant and treasurer:—

- No. 1. Capital account.
2. Revenue account.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. General stores accounts.
9. General balance.
10. Comparative statement of averages.

The mileage of railway in operation during the year was the same as stated in last year's report, 1,142 miles.

CAPITAL.

The total cost of road and equipment on 30th June, 1891, by
last report was.....\$ 46,988,163 13
Less refund on account of previous year's expenditure..... 132 29

Total cost on 30th June, 1891.....\$ 46,988,030 86

Cost of the following railways and their equipment to 30th
June, 1891 :—

Eastern Extension Railway by last report.....	\$1,321,986 89
Add payments made at Ottawa.....	2,055 92
	<hr/>
	\$1,324,042 81
Oxford and New Glasgow Railway.....	1,776,446 91
Cape Breton Railway.....	3,541,194 23
	<hr/>
	6,641,683 95

Total.....\$ 53,629,714 81

The additions during the year were as follows :—

Foot bridge at Truro.....	\$ 5,983 70
Stairs at Halifax.....	691 00
Halifax Cotton Company's Siding.....	3,184 09
Increased accommodation at Moncton.....	710 00
do do New Glasgow.....	11,107 91
do do St. John.....	1,086 65
Extension along front of City of St. John..	176 15
Additional property accommodation at St. John.....	79,960 42
Dartmouth Branch.....	796 46
Indian Town Branch.....	642 75
St. Charles Branch.....	45,171 27
Rolling stock.....	22,026 25
	<hr/>
	\$171,536 65

Cape Breton and Eastern Extension Ry—	
Train Ferry between Mulgrave and	
Point Tupper.....	\$ 10,297 65
Oxford and New Glasgow Railway.....	48,745 23
Cape Breton Railway.....	89,639 31
	<hr/>
	\$ 320,218 84
	<hr/>
	\$ 53,949,933 65

The foot bridge at Truro is an iron structure, 300 feet in length, across the railway yard. The above amount is the total cost.

Stairs at Halifax.—This is the total cost of a covered stairway leading from the front of the Halifax passenger station to Lockman street.

Increased accommodation, Moncton.—This is the cost of some new machine tools purchased for the workshops.

Increased accommodation, New Glasgow.—This is a part of the cost of a new station and offices and extension of the freight shed and yard.

Increased accommodation, St. John.—This is for land taken some years ago for railway purposes.

Extension along front of City of St. John.—This is for surveys of the route.

Additional property accommodation, St. John.—This is a part of the cost of the Harris property adjoining the railway station.

Dartmouth Branch.—This is for the payment of land taken at the time of construction.

Indian Town Branch.—This is for the payment of land claims and expenses of settling them.

St. Charles Branch.—This is for the payment of land claims and the legal expenses connected with them.

Rolling Stock.—This is the cost of applying the Westinghouse automatic air brake to 61 freight cars and 13 locomotives, and fitting 41 passenger-train cars and 5 locomotives with steam-heating apparatus.

The total number of freight cars fitted with the Westinghouse automatic air brake is now 661.

The total number of passenger-train cars fitted with apparatus to heat them by means of steam from the locomotive is 190, and the total number of locomotives fitted to give steam to heat the cars is 62.

Train Ferry between Mulgrave and Point Tupper.—This is for work done on the approaches, and for material supplied.

Oxford and New Glasgow Railway, and Cape Breton Railway.—These amounts are for expenditures by the construction department.

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows :—

Expenditure.....	\$3,439,377 00
Earnings.....	2,945,441 97
	<hr/>
	\$ 493,935 03

The gross earnings compare as follows with those of the previous year :—

In 1890-91.....	\$2,977,395 38
In 1891-92.....	2,945,441 97
	<hr/>
	\$ 31,953 41

The earnings from passenger traffic compare as follows :—

In 1890-91.....	\$962,316 88
In 1891-92.....	961,427 94
	<u>\$ 888 94</u>

The earnings from freight traffic compare as follows :—

In 1890-91.....	\$1,854,629 88
In 1891-92.....	1,803,529 03
	<u>\$ 51,100 85</u>

The earnings from mails and sundries compare as follows :—

In 1891-92.....	\$180,485 00
In 1890-91.....	160,448 62
	<u>\$ 20,036 38</u>

The number of passengers carried compare as follows with the previous year :—

In 1890-91.....	1,298,304
In 1891-92.....	1,297,732
	<u>572</u>

The weight of freight carried compares as follows :—

	Tons.
In 1890-91.....	1,304,534
In 1891-92.....	1,264,575
	<u>39,959</u>

The following is a comparative statement of a few of the chief articles of freight showing the quantity carried in this and in the previous year :—

Articles.	1890-91.	1891-92.	Increase.	Decrease.
Barrels of flour.....	1,013,129	954,015		59,114
Bushels of grain.....	2,890,921	3,776,677	885,756	
Lumber, in feet.....	184,138,324	175,474,340		8,663,984
Head of live stock.....	95,529	87,889		7,640
Other goods, in tons.....	899,724	858,635		41,089

There was a decrease in the quantity of almost all classes of freight carried.

The increase in grain carried was in oats, barley and pease for shipment at Halifax.

The quantity of coal carried from the mines in Nova Scotia to the Upper Provinces, compares as follows with the previous year :—

	Tons Via Chaudière Junction and Quebec.	Tons Via St. John
In year ended 31st December, 1890.....	137,355	137
do do 1891.....	116,005	7,663

WORKING EXPENSES.

The working expenses compare as follows with the previous year :—

In 1890-91.....	\$3,662,341 94
In 1891-92.....	3,439,377 00
	<u>\$222,964 94</u>

They compare with last year as follows :

Per mile run by engines—	Cents.
In 1890-91.....	60·23
In 1891-92.....	60·96
Per mile by trains—	
In 1890-91.....	72·84
In 1891-92.....	73·13
Per mile of railway—	
In 1890-91.....	\$3,347 66
In 1891-92.....	3,011 71

The necessary repairs were made to the permanent way and structures, and all the works of the railway were maintained in a state of efficiency.

The number of new ties used was 500,374 ; 160 miles of track were re-ballasted, 43 miles of track were relaid with heavier steel rails, 67 lbs. to the yard, and 3 miles of new sidings were constructed at various places.

The bridge across the " Narrows " of Halifax harbour at Richmond, was carried away by a storm and was rebuilt at a cost of \$32,000.

Three new steel bridges were put in to replace wooden ones.

Seven new and stronger steel bridges, 20 spans in all, were put in to replace iron ones.

The floors of a large number of bridges were renewed and improved.

Two new iron over-head bridges were built to replace wooden ones.

The fences received necessary repairs, and 103 miles of new fences were built.

In addition to the repairs of snow fences, 14,000 lineal feet of snow fences were rebuilt.

The snow sheds received necessary repairs and 1,600 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were kept in good repair. One station house and agent's dwelling, two dwelling houses for agents, two freight houses, two large coal sheds each 300 feet long, one brick building 51 feet by 42 feet, besides several smaller buildings were erected. Extensive alterations and improvements were made at Amherst station.

The wharves and trestles received extensive repairs.

A large amount of dredging was done at Pictou Landing and St. John.

The rolling stock received necessary repairs and is in good order.

Four new and powerful locomotives for freight traffic were purchased to maintain the stock, and one locomotive was rebuilt in the railway shops.

Ten passenger train cars, one hundred and sixty-eight freight cars, one snow plough and six flanger cars were purchased, or rebuilt in the railway shops to replace those taken out of service.

The water service was maintained in a state of efficiency.

STORES.

The value of stores purchased was.....	\$ 1,022,186 70
The value of stores used was.....	1,420,683 21
The value of old material sold was.....	81,644 04

The value of stores on hand at the end of the year was:—

Ordinary stores including fuel.....	\$ 471,826 38
Iron and steel rails and fastenings.....	120,556 21
Old material for sale.....	131,482 03
	<hr/>
	\$723,864 62

GENERAL.

The winter of 1891-92 was mild and the trains were seldom delayed by snow. The cost of cleaning snow and ice was much less than in the previous year.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager, Government Railways,
Ottawa.

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, Year ending 30th June, 1892.

CR.

DR.

1891. June 30...	1891. June 30...	By Dominion of Canada	\$ cts.	\$ cts.
To Cost of Intercolonial Railway.....	46,988,080 86			
Eastern Extension Railway.....	1,324,042 81			
Oxford and New Glasgow Railway.....	1,776,446 91			
Cape Breton Railway.....	3,641,194 23			
			53,629,714 81	
Expenditure for current year—				
Intercolonial Railway.....	3,184 09			
Halifax Cotton Company Siding	43,171 27			
St. Charles Branch.....				
Rolling stock.....	22,026 25			
Extension of front of St. John City	176 15			
Increased accommodation, New Glasgow	11,107 91			
Indian Town Branch.....	642 75			
Stairs from Halifax Station.....	691 00			
Increased accommodation, Moncton.....	710 00			
do St. John.....	1,086 65			
Additional property, St. John.....	79,960 52			
Dartmouth Branch.....	736 46			
Footbridge, Truro.....	5,983 70			
	171,536 65			
Eastern Extension, Cape Breton Railway	10,297 65			
Train Ferry, Strait of Canso.....	48,745 23			
Oxford and New Glasgow Railway.....	89,639 31			
Cape Breton Railway.....			320,218 84	
				53,949,933 65

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 2.—INTERCOLONIAL RAILWAY.

DR.		REVENUE ACCOUNT, Year ending 30th June, 1892.		CR.	
Previous Year.	Expenditure.	Year ending 30th June, 1892.	Previous Year.	Earnings.	Year ending 30th June, 1892.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
1,281,800 32	Locomotive power, Abstract No. 1.	1,148,199 20	962,316 88	Passenger traffic..	961,427 94
808,212 35	Car expenses, Abstract No 2.	703,557 89	1,854,629 88	Freight do ..	1,803,529 03
955,293 68	Maintenance of way and works, Abstract No. 3.	1,007,935 40	160,448 62	Mails and sundries	180,485 00
396,320 22	Station expenses, Abstract No. 4.	393,569 74	2,977,395 38		2,945,441 97
197,006 56	General charges, do No. 5.	189,263 60	684,946 56	Balance.	493,935 03
3,638,633 13		3,442,525 83			
23,708 81	Car mileage.	3,148 83			
3,662,341 94		3,439,377 00	3,662,341 94		3,439,377 00

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year.		Year ending 30th June, 1892.
\$ cts.		\$ cts.
11,851 10	Mechanical superintendent's salary, clerks, office and travelling expenses...	11,985 68
274,281 45	Wages, drivers, firemen and cleaners.	273,946 11
555,848 04	Fuel.	485,123 87
52,172 11	Oil, tallow, waste and small stores.	47,324 88
304,550 77	Repairs to engines, tenders and engine tools.	273,548 23
51,496 55	Water, including pump and tank repairs.	33,979 92
31,600 30	Miscellaneous.	22,290 51
1,281,800 32		1,148,199 20

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.		Year ending 30th June, 1892.
\$ cts.		\$ cts.
102,388 24	Repairs to passengers cars	89,811 00
24,627 52	do postal, express and baggage cars	24,656 74
283,029 80	do freight cars and vans	210,149 12
21,181 51	do snow ploughs and flangers	8,297 98
250,940 94	Wages of conductors, train baggage masters and brakemen	247,725 93
27,101 53	Oil and waste for packing	25,643 02
64,975 67	Small stores and fuel	63,524 71
24,967 14	Miscellaneous	33,749 39
808,212 35		703,557 89

MONCTON, N.B., 30th June, 1892.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

Previous Year.		Year ending 30th June, 1892.
\$ cts.		\$ cts.
7,864 26	Chief and assistant engineers, salaries, clerks, office and travelling expenses ..	7,753 96
396,937 65	Wages in repairing roadway, fences and semaphores, including new sidings laid in	425,063 54
181,364 70	Rails and fastenings, including new sidings laid in	150,649 59
45,975 39	Ties	112,912 04
159,894 31	Timber, lumber, &c., for repairs to bridges, cattle-guards, sheds, fences, &c.	169,378 31
5,345 04	Repairs to wharves	9,588 00
68,755 29	Repairs to buildings and platforms	87,836 88
13,020 80	Repairs to tools	11,410 52
74,055 07	Clearing ice and snow	30,340 43
2,081 17	Miscellaneous	3,012 10
955,293 68		1,007,935 40

MONCTON, N.B., 30th June, 1892.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.		Year ended 30th June, 1892.
\$ cts.		\$ cts.
297,226 60	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yard masters, switchmen, watchmen and labourers.....	306,068 66
99,093 52	Fuel, oil, light, stationery, tickets and other incidental expenses.....	87,501 08
396,320 22		393,569 74

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.		Year ended 30th June, 1892.
\$ cts.		\$ cts.
73,338 73	Chief superintendent, district superintendents, train despatchers, general freight agent, general passenger agent, clerks, office and travelling expenses.....	76,366 77
25,248 67	Accounting department—salaries of the chief accountant and treasurer, traffic auditor, paymaster, cashier, clerks, office and travelling expenses	25,578 91
16,964 06	Damages to men, animals and goods	6,758 26
26,674 42	Ferry service	29,922 20
1,298 51	Telegraph expenses (not including pay to operators).....	2,766 13
38,901 19	Miscellaneous—printing, advertising, &c.....	32,699 79
14,580 98	Agency expenses.....	15,171 53
197,006 56		189,263 60

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 9.—INTERCOLONIAL RAILWAY.

Dr.

GENERAL BALANCE, Year ending 30th June, 1892.

Cr.

	\$	cts.		\$	cts.
Cash.....			Dominion of Canada.....	849	72
General stores.....			Unclaimed freight.....		1,018,252 07
Ordinary stores, fuel.....	\$471,826	38	Suspense.....		218 82
Iron and steel rail fastenings.....	120,556	21	Clatham Railway.....		3,513 50
Old material for sale.....	131,482	03	Canadian Pacific Railway, New Brunswick division—traffic account.....		0 07
Stations.....			Prince Edward Island Railway.....		0 06
Rents.....			Grand Trunk Railway—general.....		36 65
Departmental accounts—			I.C.R. Employees' Relief and Insurance Association.....		8,806 45
Agriculture.....	\$ 6,287	42	Prince Edward Island Steam Navigation Co.....		1 85
Post Office.....	29,810	00	Albert Southern Railway.....		0 81
Marine.....	16	30	Intercolonial Coal Co.....		13 45
Militia and Defence.....	3,144	16			22 69
Canada Eastern Railway—traffic account.....	\$ 6,318	56			
do.....	651	45			
Western Counties Railway—general account.....	\$ 15,893	35			
do.....	1,657	42			
Grand Trunk Railway—traffic account.....					
Quebec Central.....	17,550	77			
C.P.R. rolling stock.....	6,040	99			
Oxford and New Glasgow.....	5,381	85			
Windsor and Annapolis Railway—general account.....	22,446	90			
Joggins Railway.....	4,240	75			
New Brunswick and Prince Edward Island Railway.....	341	06			
Caracquet Railway.....	3 74				
Kent Northern Railway.....	19 28				
Teniscouata Railway.....	314	09			
Canadian Pacific Railway—general.....	1 41				
Buctouche and Moncton Railway.....	7 33				
Western Counties Railway.....	9,090	19			
Cap Breton Railway.....	102	80			
Baie des Chaleurs Railway.....	3 15				
Nova Scotia Central Railway.....	15,914	09			
Canadian Pacific Railway—New Brunswick division.....	90	50			
Salisbury and Harvey Railway.....	10 82				
Maine Central Railway.....	4,316	80			
	54	60			
	15	70			

GENERAL BALANCE, Year ending 30th June, 1892.—Continued.

Dr.

Cr.

\$ cts.

\$ cts.

South-eastern Railway.....	12 50
New York and New England Railway.....	9 89
Springhill and Parrsboro' Railway.....	3,161 98
Halifax and Cape Breton Railway.....	1,151 42
Elgin Branch Railway.....	726 10
Elgin Petitesolac and Havelock.....	12 40
Chicago and Grand Trunk Railway.....	10 50
Canada Atlantic Railway.....	2 64
Hamilton and Dayton Railway.....	1 60
Ann Harbour and Michigan Railway.....	0 57
Central Railway.....	1 28
Cumberland Railway and Coal Co.....	53 19
St. John Street Railway Co.....	20 00
Pullman Palace Car Co.....	403 55
Canadian Express Co.....	1,500 00
Allan Steamship Line.....	1,892 13
Acadia Coal Co.....	823 93
International Coal Co.....	19 32
Londonderry Iron Co.....	15 10
Union Bearing Co.....	928 18
Halifax Cotton Co.—Siding.....	10,802 78
Polson Iron Work.....	273 25
Town of Dartmouth.....	24,000 00
Western Union Telegraph Co.....	1,565 17
Ontario Car and Foundry Co.....	1,276 00
Steamer "Admiral".....	7,516 22
do "Contest".....	2,213 75
do "Labrador".....	23 50
do "Sarnia".....	12 50
New Glasgow Coal and Iron Co.....	27,558 43
Remittances destroyed.....	788 81
Nauwigewauk Station.....	3 00
Glengarry Station.....	5 00
Bloomfield Station.....	25 21
Coal Branch Station.....	65 84
Wellford Station.....	55 00
Ste. Luce Station.....	80 00
Bic Station.....	22 00
St. Arsène Station.....	107 12
Valley Station.....	6 65
Iona Station.....	72 71
Napan Station.....	40 00
Kent Junction Station.....	28 38

Derby Junction Station.....	231 04	
Gloucester Junction Station.....	78 87	
Dalhousie Station.....	19 69	
Campbellton Station (freight).....	25 00	
Isle Verte Station.....	25 00	
Schooner "Mary Jane".....	71 30	
Cold Brook Rolling Mills.....	1,967 41	
Canada Meat Packing Co.....	6 50	
Truro Foundry and Machine Co.....	231 67	
Nova Scotia Glass Co.....	20 03	
Halifax Cotton Co.....	19 80	
Individual accounts.....	20,193 59	
Total.....	1,030,866 39	1,030,866 39

E. O. E.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ending 30th June, 1892.

	1892.	1891.
Mileage of railway.....	1,142	1,094
Engine mileage.....	5,641,888	6,080,791
Train do	4,703,151	5,027,791
Car do	51,940,141	56,492,801
Receipts per engine mile.....Cents.	52.21	48.96
do mile of railway.....Dollars.	2,519.19	2,721.57
Percentage of passenger earnings to gross earnings.....	32.64	32.32
do freight do do	61.23	62.29
do other do do	6.13	5.39
Expenses per engine mile—		
Drivers, firemen and cleaners' wages.....Cents.	4.85	4.51
Fuel.....	8.60	9.14
Oil, tallow, waste and small stores.....	.84	.86
Repairs to engines.....	4.85	5.01
Water and tank repairs.....	.60	.84
Miscellaneous.....	.40	.52
Total.....	20.14	20.88
Mechanical superintendent's salary, office and travelling expenses.....	.21	.20
Total.....	20.35	21.08
Locomotive power per engine mile.....	20.35	21.08
Car expenses do	12.47	13.29
Maintenance of way and works do	17.87	15.71
Station expenses do	6.98	6.52
General charges do	3.35	3.24
	61.02	59.84
Car mileage.....Cr.	.06	.39
Total per engine mile.....	60.96	60.23
Locomotive power per train mile.....	24.41	25.49
Car expenses do	14.96	16.08
Maintenance of way and works do	21.43	19.00
Station expenses do	8.37	7.88
General charges do	4.02	3.92
	73.19	72.37
Car mileage.....Cr.	.06	.47
Total per train mile.....	73.13	72.84
Working expenses per mile of railway.....	3,011.71	3,347.66

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, 21st September, 1892.

SIR,—I have the honour to submit my report of the Engineering Department for the year ending 30th June, 1892.

TRACK.

The mileage of the main line and branches maintained under my charge, has been increased from 1,048 to 1,144 miles, by the addition of the Cape Breton Division extending from Point Tupper to Sydney and North Sydney, in all 96 miles.

During the year, 43½ miles of old steel rails (4 inch), have been taken up and replaced with new 4½ steel rails, weighing 67 pounds to the yard.

TIES.

During the year, 500,374 ordinary ties, and 113 sets of switch ties, were renewed.

BALLASTING.

About 125,000 cubic yards of ballast were used during the year throughout the whole line. The cost of this service amounted to \$44,818.24. A new pit containing 15 acres was purchased at Anagance, and a branch line 2½ miles was built into it, at a cost of \$9,500.

SEMAPHORE SIGNALS.

One electric semaphore was erected at Amherst, and another ordinary semaphore at Shubenacadie. Ordinary semaphore signals were also erected at all stations on the Oxford and New Glasgow Division. This latter was done at the expense of capital account.

SIDINGS.

During the year, three miles of additional accommodation was provided throughout the line.

FENCING.

One hundred and three and a-third miles of new barbed wire and woven wire fencing were erected during the past year, and a large quantity overhauled and repaired throughout the line.

The expenditure for this service amounted to \$40,405.70.

SNOW SHEDS AND SNOW FENCES.

During the year, 1,600 feet of snow shedding was renewed on Northern Division No. 3, and large repairs made to other sheds on this division.

14,023 feet of snow fencing was renewed, and a large quantity overhauled and repaired. The cost of this work amounted to \$15,801.42.

WHARVES AND TRESTLES.

At the Deep Water Terminus, Halifax, 950 feet of the old hemlock trestle approach to the coal shed on the south side of the freight shed, was renewed with Georgia pitch pine at a large cost.

A heavy wind storm on the 7th of September carried away about 400 feet of the grain elevator gallery, and badly damaged the belt and other machinery in connection therewith. These repairs were all made good at an expense of about \$1,500.

A hoisting gang-way connecting the Deep Water Terminus freight house and the immigrant shed, was erected for the more convenient handling of baggage. Large repairs were made to the trestle approaches leading to the freight house.

At Richmond, 200 lineal feet of the hemlock approach to coal trestle on the outside wharf at Richmond, was renewed in pitch pine.

About 1,000 lineal feet of the bridge across the harbour at Richmond, was carried away by the heavy wind storm of the 7th of September. This was replaced, and opened for traffic before the close of the season.

The expenditure for this service amounted to \$32,000.

At Stewiacke the wharf for the accommodation of the Maitland business, was considerably damaged by the ice run in April last. A portion of this wharf was taken down and the balance of it properly secured with piling and capping, so that it is now more efficient than previous to being damaged.

At Truro the high level coal shed and the trestle approach were thoroughly overhauled and repaired.

Necessary repairs were made to the wharves at Mulgrave and Point Tupper.

At Dorchester a large portion of the top of wharf was renewed. Thirty new fenders were also provided.

At St. John very heavy repairs were made to the Deep Water Terminus wharf on the Courtenay Bay Branch. Six additional mooring posts were also provided for this wharf.

A heavy storm in October last carried away about 300 feet of the wharf at Pointe du Chêne, and badly damaged other portions of the same wharf. These damages have all been made good.

BUILDINGS AND PLATFORMS.

At North Street Station a new hardwood floor was laid in the waiting room, and a new office was provided for the ticket agent.

An extension of 12 by 9 feet was made to the freight checker's office, and the switchman's house overhauled and repaired.

At Richmond 8 sets of cattle-guard stringers were renewed. The approach to the cattle shed, 60 by 30 feet, was renewed.

The high level coal shed was roofed over with a building 300 feet long, 50 feet wide, and 14 feet posts, which admits now of the coal being dumped under cover. This renders the flat roof and hatches unnecessary.

At Rockingham the platform was extended 50 feet.

At Bedford the platform was extended 50 feet.

At Enfield a new loading platform was provided, and a pair of cattle-guards renewed.

At Elmsdale the passenger platform was renewed.

At Shubenacadie the station platform, 340 feet long and 12 feet wide, was renewed. The roof of station was recovered with metallic shingles. The cattle pen was renewed and the loading platform repaired.

At Brookfield a set of cattle-guards and the cattle-pen were renewed.

At Truro the sills of station building were renewed. The restaurant was thoroughly overhauled and large repairs made; the drainage from this restaurant was also very much improved. The track blacksmith shop, situated at the west end of the yard, was moved over and placed beside the roundhouse, so that the blacksmiths might be more efficiently supervised by the mechanical foreman. This necessitated the rebuilding of the forges, chimneys, &c. A new tool-house was provided for the section foreman. General repairs were made to the roundhouse, coal shed, and other buildings in Truro yard.

At Riverside the station was thoroughly overhauled and repaired. The office was sheathed the full height of the walls. Two sets of cattle-guards were renewed at this place.

At Lorne Siding a new flag-station was erected.

At Campbell's Siding a tool house was erected for the section men.

At New Glasgow contracts were let for a new brick passenger station, a large addition to the freight house, and a large baggage-room.

The yard and sidings were also rearranged and extended. These improvements are now about completed.

At Pictou Landing, the station platform 116 feet long by 9 feet wide was renewed. A portion of the west end of the station was fitted up as a freight shed.

At West Merigomish the roof of station was recovered with metallic shingles.
At Piedmont the roof of station was recovered with metallic shingles and painted.

At Avondale the station was overhauled and repaired.

At Marshy Hope a small kitchen was built to the rear of station for the agent's use, and the roof of station recovered with metallic shingles and painted.

At Antigonish the front of station was painted. The agent's office was enlarged and painted, and the passenger platform extended a distance of 80 feet by 6 feet wide.

At Pomquet and Heatherton, the stations were overhauled, and necessary repairs made.

At Tracadie one side of the roof was recovered with metallic shingles and painted.

At Harbour au Bouche the station was overhauled and repaired.

At Mulgrave a hardwood floor was put in the ladies' waiting-room.

At Pictou the engine shed was overhauled and repaired.

At Ross Road a freight platform was erected.

At Henderson's Siding a freight platform was erected.

The building formerly used as a car shed at Pictou Landing was removed to Pugwash, and converted into a freight shed on the Deep Water Wharf for the accommodation of freight shipped by water. A suitable slip for landing freight and passengers was provided.

At Wentworth the sills of station were renewed, a new hardwood floor was laid in the waiting-room, and the platforms of station and freight house renewed.

At River Phillips the sills of station and freight house, also the station platform, were renewed. A new floor was laid in the station master's office, and the loading platform recovered.

At Salt Springs the station platform was renewed.

At Spring Hill Junction and Maccan Stations, the waiting-rooms were sheathed and necessary repairs made to the station platforms.

At Amherst the dwelling apartments of present stone station were converted into a large general waiting-room. The floor of the whole building was lowered about two feet. The masonry of the windows and door was cut down to suit the new level, and the windows enlarged correspondingly. The ticket office, general waiting, and ladies' waiting-rooms, were sheathed with hardwood. A first class hot-water heating apparatus was provided to heat the whole building. Flush water-closets were also provided for the ladies' and general waiting-rooms. These improvements cost about \$2,000.

At Aulac the station building was painted.

At Sackville the baggage-room was sheathed, and the roof of freight house painted.

At Rockland the station building and platform were repaired, and the waiting room sheathed.

At Meadow Brook a new flag-station was erected, and a new loading platform provided.

At Memramcook the old freight-house was converted into an office for the agent and a ladies' waiting-room. The building was thoroughly overhauled and painted, the sills were renewed, and the old spruce floors replaced with hardwood floors. A new freight shed, 50 by 20 feet, was built to replace the old one.

At Shediac new floors were laid in the station and dwelling apartments, and necessary repairs made to plaster, &c. The station platform, 420 feet by 16 feet, was renewed.

At Pointe du Chêne the station building was sheathed and a new floor laid. The platform, 187 feet by 9 feet, was renewed.

At Moncton a large brick addition was made to the erecting shop, 201 feet long by 110 feet wide. It was covered with an iron roof.

A new brick round-house, with accommodation for 27 locomotives, was built.

These buildings cost about \$75,000, and were charged to capital account. A brick building, 51 feet by 42 feet, for the accommodation of the electric light plant and machinery, was erected at a cost of \$3,413.60.

The Government cottages occupied by employees were overhauled and repaired. Necessary repairs were made to the baggage room. The sills and floors in the old erecting shop were renewed. The station building was overhauled, and some slight repairs made to same.

At Salisbury the walls of office were sheathed, and outside sashes provided for the building.

At Petitcodiac the roof of station was recovered with metallic shingles, and necessary repairs made where required.

At Sussex two new doors were provided for the roundhouse and the roof of freight shed was recovered with metallic shingles.

At Apohaqui a new top was put on the loading platform.

At Hampton the platform was extended 100 feet.

At Bloomfield a new floor was laid in the station, and a new top put on the loading platform.

At Saunder's Crossing a new platform, 100 feet long by 7 feet wide, was erected.

At Riverside the platform was renewed.

At Coldbrook the platform, 300 feet long by 7 feet wide, was renewed.

At St. John, a coachman's shelter, 30 by 15 feet, was erected at a cost of \$695.

The train shed received a coat of Sparham roofing, and extensive repairs were also made to sky-lights of same. The paint shop, which was partially destroyed by fire, was rebuilt.

At Berry's Mills the waiting-room and office were sheathed.

At Coal Branch the station office was sheathed.

At Birch Ridge an addition of 50 feet was made to the station platform.

At Harcourt the station platform, 234 feet long by 9 feet wide, was renewed; a new cellar wall was also put under the agent's house.

At Kent Junction a new station and freight house were erected by contract to replace those destroyed by heavy bush fires. Storm porches and outside sashes were also provided for the station.

At Rogersville storm porches and outside sashes were provided for the station.

At Newcastle a new catch basin was built in the roundhouse, and necessary repairs made to the pits and floor of same. A new building was put over the gas meter. Necessary repairs were made to the station.

The coal sheds at the following stations were covered with sheet iron and painted:—Canaan, Coal Branch, Barnaby River, Chatham Junction and Derby Junction.

Necessary repairs were made to all station platforms between Moncton and Newcastle.

At Bartibogue the tank-house was repaired.

At Red Pine the roof of station was repaired, and a new chimney built. A well and pump were provided for the station agent's use, and the platform was extended 30 feet.

At Petite Roche the roof of station building and dwelling-house were recovered with metallic shingles.

At Belledune the cellar was lined with plank, and the walls filled with saw-dust to make it frost proof. The tank-house was painted and the loading platform recovered.

At Jacquet River the roof of the dwelling-house and station was recovered with metallic shingles, and a new door put in the station.

The tank-house was painted, and the station platform repaired.

At Nash's Creek necessary repairs were made to the foundation of station.

At New Mills the roof of station and dwelling-house was recovered with metallic shingles, and the doors and platform of freight-house repaired. The station platform, 250 feet long by 8 feet wide, was renewed.

At Charlo a dwelling-house was built for the agent, repairs were made to the station building and the tank-house painted.

At Eel River repairs were made to the foundation of station, and the waiting-room and office painted.

At Dalhousie Junction the water was put into the station for the agent's use, and a w. c. provided in the station. A cedar box drain, 200 feet long, was made from



the station to the river. Two new doors were put in the baggage-room, and other repairs made. The tank-house was painted.

At Dalhousie the roof of tank-house was recovered with metallic shingles, and repairs made to doors and windows of station.

At Campbellton a new roof was put on the coal shed and other repairs made to the building. Necessary repairs were made to the baggage-room and icehouse, and one pit in the roundhouse was renewed.

The round house was provided with an automatic water closet for the use of the employees. An 18-inch sewer was put in to connect the station, roundhouse and other buildings, with the river. Three flush closets were provided for the station.

At Flat Lands a new kitchen was built for the accommodation of the agent.

At Metapedia outside sashes were provided for the station, and 400 feet of the platform renewed.

At Millstream, a kitchen was built to the station and the coal-shed repaired.

At Causapscal the roof of kitchen was recovered with metallic shingles.

At Amqui the roofs of station and freight shed were recovered with metallic shingles. A water closet was provided, and 350 feet of the platform renewed.

At Cedar Hall the coal-shed was repaired.

At Sayabec an addition was made to the station to provide dwelling apartments for the agent.

At St. Moïse the kitchen roof was recovered with metallic shingles.

At Little Metis 500 feet of the platform was renewed.

At St. Octave 50 feet of the platform was renewed.

At Ste. Flavie the rooms of dwelling apartment were sheathed. The building heaved badly with the frost, and the plaster was constantly coming down. The roof of station was recovered with metallic shingles. Necessary repairs were made to the round-house and coal-shed.

The iron frame of snow shed west of Ste. Flavie was painted, and the woodwork whitewashed.

At Rimouski the waiting-room was sheathed and painted. The platform was repaired. The snow shed near this station was whitewashed.

At Bic the roof of station was recovered with metallic shingles, and the platform repaired.

At St. Fabien the ironwork of snow-shed was painted, and the woodwork whitewashed.

At Trois Pistoles the station and restaurant were painted.

At Isle-Verte the snow-shed was whitewashed.

At St. Arsène the roof of station was partially recovered and the snow-shed white washed.

At Rivière du Loup, a coal shed, 300 feet long and 23 feet wide, was erected to replace the shed burned down. Necessary repairs were made to the roundhouse and floors of machine shop. A new water-closet was provided in the general waiting-room of station.

At St. Roch slight repairs were made to the interior of station.

At St. Jean Port Joli a new hardwood floor was laid in the kitchen.

At Cap St. Ignace, St. Thomas, St. Valier and St. Charles, the waiting-rooms were sheathed.

At St. François a new hardwood floor was laid in the waiting-room and office, and the station platform was renewed.

At St. Henri a station platform was renewed.

At Chaudière repairs were made to the freight-shed. Three new hardwood floors and new storm porches were provided for the dwelling-houses at this station.

At Hadlow the floor of the engine-house was repaired.

BRIDGES AND CULVERTS.

An iron stairway was erected to enable passengers to reach Lockman street from the exit of North street station at Halifax. It cost about \$700.

Two of the stone pedestals under the columns of overhead bridge at North street were rebuilt.

The masonry of the centre pier of Stewiacke bridge has been in bad order for some years, and it was necessary to strap it with iron bands to keep it together. A proper foundation was prepared, and the pier was cased from low water to the top with two feet of concrete, which to date has proved a very satisfactory job. The abutments of this bridge were also overhauled and pointed, and the parapet walls taken down to the level of the bridge seats.

A new paving was put in a box culvert one and a half miles east of Stewiacke. Two other box culverts within a mile of Stewiacke station received large repairs.

At Johnson's one abutment of Meadow Brook bridge was taken down and rebuilt, one pier and the other abutment were overhauled and pointed.

At Truro a new iron overhead foot bridge of three spans, 1 span 92 feet, 1 span 105 feet, and 1 span 106 feet, was erected between the station and the freight-shed, to connect Inglis street on the north side with Exhibition street on the south side. It is expected that the erection of this bridge will accommodate a large number of foot passengers that have heretofore used the level crossings at either end of Truro station ground.

The track scale at this station was out of order, as was also the masonry foundation of it. A more convenient site for this scale was selected, and the foundation and scale moved to it.

A gang of masons was employed throughout the season, repairing, pointing and overhauling masonry structures between Halifax and Pictou.

At Sutherland's River a new steel span 160 feet long was put in to replace the old wooden Howe truss bridge at that place, at a cost of \$10,953.

At Pine Tree a new creosote pine bent was put in to replace a hemlock bent cut out by sea-worms.

The wooden Howe trusses at South River West River, and Pomquet, were overhauled and thoroughly repaired. A number of spruce braces were put in each bridge. These bridges will all have to be replaced in two or three years.

At Yankee Grant a 75 feet through steel plate girder was put in to replace a Howe truss span of the same length.

These new bridges have all been fitted with Georgia pitch pine floors, well chocked, and provided with guard rail.

Eighteen pairs of timber cattle-guards at public crossings between New Glasgow and Mulgrave were renewed with flatted cedar during the year. These guards were originally built of hemlock and spruce.

A gang of masons was employed in general repairs between Truro and Painsec Junction during the working season.

A 15 feet arch culvert was put in to replace a wooden trestle at Frosty Hollow, near Sackville, at a cost of \$9,200.

The 100-feet Howe truss at Missequash was replaced with a steel span of the same length, at a cost of about \$5,000. The abutments of this bridge were thoroughly overhauled and pointed.

A wooden bridge of three spans of about 20 feet each, on the Shediac Branch, about three miles east of Painsec Junction, was renewed.

A large arch culvert about five miles east of Moncton, was badly damaged by a washout, and the necessary repairs were made.

A gang of masons was engaged throughout the season overhauling, pointing and repairing masonry structures between St. John and Pointe du Chêne.

The masonry piers of the Miramichi bridge were overhauled and pointed.

A pile trestle at Loch Broom, near Pictou, was filled in with a solid embankment through which a suitable culvert was provided. This trestle lifted with the ice in winter and gave a great deal of trouble.

A new overhead bridge of 60 feet clear span was built near Rogersville to connect the public roads on either side of the track, and thus avoid two level crossings. This bridge cost \$1,360.

The old wooden overhead bridge, near Charlo, of three spans was replaced with an iron bow-string girder of 86 feet clear span, placed on a substructure of first class masonry, at a cost of \$1,685.

Between Campbellton and Ste. Flavie, the stringers of 30 beam culverts were renewed.

A large culvert west of Campbellton was overhauled and thoroughly repaired.

For some years we have had a great deal of trouble with the Tartague tunnel near St. Moïse, which was frequently broken down at the lower end. About two years ago a portion of it was lined. Last year a piece between the lining and the mouth of the tunnel broke down, and obstructed the stream for about 100 yards. A large expenditure was necessary to remove the obstruction and put the tunnel in a state of efficiency.

A very heavy expenditure was made on the line between Rivière du Loup and Lévis, putting in new spans and strengthening the old iron spans, which have been found entirely too light for the heavy rolling stock on that division.

At Rivière Ouelle 8 spans of new 44 feet steel plate girders were put in and fitted with standard floor and guard rails.

Another pair of new 44 feet steel plate girders were put in three-quarters of a mile west of Rivière Ouelle.

At West St. Thomas two new 64 feet steel plate girders were provided, and six pairs of 64 feet plate girders at East St. Thomas.

The six old spans of East St. Thomas, and seven old spans of West St. Thomas were doubled up and provided with steel hangers and new steel floor beams. They were also fitted with new standard floors, painted and put in first class shape.

At Boyer River a pair of 54 feet steel plate girders replaced a pair of old-fashioned plate girders. The old plate girders will be doubled up and used later on.

A new pair of steel plate girders 44 feet span, were put in three-quarters of a mile east of L'Islet. This bridge was changed from a through to a deck, and fitted with standard floor and guard rails.

Two new spans of 44 feet each, steel deck plate girders, fitted with a standard floor and guard rails, were put in one mile east of St. Roch.

Three 12 feet beam culverts near St. Philippe de Néri were provided with double rail girders.

The overhead bridge near Etchemin was provided with a new floor.

The cutwaters of the West St. Thomas bridge were banded and strapped with old iron rails, to prevent their being damaged by the ice.

The following bridges were painted :—

Etchemin bridge.....	The tubular span 170 feet long was painted outside, also 55 feet plate girder span, and the ties and hand rails of whole bridge.		
St. Romuald bridge.....	28 feet long, iron and ties.		
St. Thomas do	Iron work of seven 60 feet spans, and ties of fifteen 60 feet spans.		
Isle Verte do	2 span	100 feet,	Iron and ties.
Trois Pistoles do	5 do	100 do	Ties only.
Amqui do	1 do	100 do	Iron work only.
Indian Brook do	3 do	40 do	Ties only.
Kane's Brook do	1 do	23 do	do
Gilmour's Brook bridge.....	1 do	60 do	Ties only.
Restigouche bridge.....	1 do	200 do	Iron and ties.
North Branch Charlo bridge.....	3 do	50 do	do
South do	2 do	50 do	do
New Mills bridge.....	2 do	80 do	Ties only.
Moreton's Millrace bridge.....	1 do	30 do	do
Benjamin River bridge.....	3 do	50 do	do
Dickie's undercrossing.....	1 do	40 do	do
Nash's Creek bridge.....	1 do	80 do	do
Louison's Brook bridge	1 do	60 do	do
Jacquet River do	3 do	100 do	do
Elm Tree do	1 do	80 do	Iron and ties.
Nigadoo do	1 do	80 do	do
Mill Stream do	1 do	80 do	do
Grant's Brook do	1 do	80 do	do
Tête-à-Gauche do	5 do	100 do	Ties only.
Middle River do	2 do	80 do	do
Little River do	1 do	60 do	do
Red Pine do	3 do	40 do	Iron and ties.
North-west Miramichi bridge.....	6 do	200 do	do

South-west Miramichi bridge.....	6 span	200 feet.	Iron and ties.
Undercrossing west of Moncton.....	1 do	46 do	Ties only.
Hayward's bridge.....	1 do	30 do	Iron and ties.
Sproul's do	1 do	30 do	do
Moosehorn do	1 do	30 do	do
Lakeside overhead bridge.....			
Otty's do do			
Gondola Point road (undercrossing)....			Stringers and ties.
Davidson's Cove bridge	1 do	30 do	Iron and ties.
McCulloch's (undercrossing).....	1 do	30 do	do
Lawlor's Lake, overhead.....	1 do	70 do	do
4 mile undercrossing.....	1 do	50 do	Iron only.
Hall's Creek bridge.....	1 do	50 do	Iron and ties.
Mountain Road overhead bridge.....			
Scadouc bridge.....		350 do	Ties only.
La Planche bridge.....	1 do	80 do	Iron and ties.
Memramcook River bridge.....	1 do	60 do	do
McManus's bridge.....	1 do	50 do	Ties only.
Nappan bridge.....	1 do	100 do	do
Experimental Farm, overhead bridge....			
North River bridge.....	2 do	100 do	Iron and ties.
Mud Creek do	1 do	50 do	Ties only.
Bible Hill do	1 do	23 do	Iron and ties.
Truro Y do	1 do	40 do	Ties only.
Shubenacadie do		325 do	do
Draw span, Narrows bridge.....			Iron only.
Barney's River do	1 do	70 do	Iron and ties.
Yankee Grant do	1 do	60 do	do

The iron and ties of 40 spans from 10 feet to 20 feet, old rail girders, at various points on the line were painted.

The following bridges had standard floors put on of Georgia pine ties, full chocked, and iron guard rails:—

Nash's Creek bridge.....	1 span	80 feet.	Through.
Louison's Brook bridge.....	1 do	60 do	do
Dickie's undercrossing.....	1 do	40 do	Deck.
Middle River bridge.....	2 do	80 do	Through.
Scadouc River bridge.....		350 do	Deck.
La Planche do	1 do	80 do	Through.
North River do	2 do	100 do	do
Bible Hill do	1 do	23 do	Deck.
Shubenacadie do	3 do	100 do	do
Riversdale do	3 do	40 do	do

The following bridges had the ties placed 4 inches apart, full chocked, and iron guard rails put on:—

Amqui bridge.....	1 span	100 feet.	Through.
Indian Brook bridge.....	3 do	60 do	Deck.
Clarke's Brook bridge.....	1 do	60 do	do
Doyle's do do	1 do	13 do	do
Gordon's do do	1 do	40 do	do
Trout Creek do	3 do	86 do	Through.
Hamond River do	3 do	100 do	do
Walker's undercrossing.....	1 do	25 do	Deck.
Matthew's Cove bridge.....	1 do	25 do	do
Robinson's Meadow bridge.....	20 do	30 do	do
Humbery's Mill Stream bridge.....	4 do	25 do	do
Musquash bridge.....	4 do	20 do	do
Fowler's Creek bridge.....	8 do	15 do	do
Rodger's bridge.....	3 do	15 do	do

The wood stringers of the following beam culverts were renewed with old rail girders and standard tops:—

1	20 feet clear span.	1	12 feet clear span.
1	14 do do	4	10 do do
1	15 do do		

The wood trestle near Pointe du Chêne had new stringers and ties of Georgia pine, chocked, and iron guards put on. Three spans 14 feet.

Turner's pile bridge, 1 span 14 feet, had new caps and stringers of Georgia pine, with standard top put on.

An extra trestle was put in temporary bridge at Palmer's Pond. The ties were chocked, and iron guard rail put on.

A crib work of timber filled with stone was built around the piles at late arch culvert, two and a half miles east of Truro, to prevent scouring.

Two escapes were built on River Phillip bridge.

A box culvert of cedar was built under Loch Broom bridge, and the bridge filled in.

Full sized chocks were put between the ties on the bridges between Oxford Junction and Brown's Point.

The riveting of the following bridges was thoroughly overhauled and all loose rivets renewed:—

Riversdale bridge.....	3 spans	40 feet.	||	Third Crossing bridge.....	1 span	30 feet.
Richibucto River bridge.....	3 do	50 do	||	Bartibogue bridge.....	1 do	80 do
Second Crossing Barnaby River...	1 do	80 do	||	Rimouski bridge.....	5 spans	80 do

The following bridges had a system of lateral bracing put in:—

Richibucto River bridge	3 spans	50 feet.	||	Bartibogue bridge.....	1 span	80 feet.
Rimouski bridge.....	5 do	80 do	||			

At Windsor Junction, 410 feet of 2-in. wrought iron pipe were laid to connect the station with a spring and furnish a domestic water supply for the station agent. A suitable pump was also provided.

Between New Glasgow and Mulgrave, 12 new public crossing sign posts and boards were put up. Sixty-two sign boards on this division were also painted and relettered.

At Pictou Landing, a large amount of dredging was done on the west side of the wharf. A berth 400 feet long by 40 feet wide, and from 24 feet deep at the outer end, to 12 feet deep at the shore end, was provided.

The east side of this wharf was dredged last year, so that now there is accommodation for four large ships.

The north side of the Deep Water Wharf at St. John, was also dredged to a depth of 25 feet.

A working train was employed for about six weeks on each division, cleaning out cuttings, widening embankments, and taking down loose and dangerous rocks from cuttings.

Ten sets of cattle-guards within the limits of the town of Campbellton, were taken up and placed at the boundaries of the streets, making the roadways over the track 50 feet instead of 20 feet.

On the division between Rivière du Loup and Lévis, 16 stone culverts were taken down and rebuilt. Many others were overhauled, repaired and pointed.

I have the honour to be, sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTTINGER, Esq.,
Chief Superintendent, Intercolonial Railway,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 6th September, 1892.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ending 30th June, 1892:—

A.—Statement showing the number of locomotives and various classes of cars.

B.—Statement showing the locomotives and car mileages, and the average number of passenger and freight cars hauled per mile run by engines.

C.—Abstract of locomotive returns.

D.—Statement of the cost of locomotive power for each month during the year.

E.—General statement of the expenses of the Mechanical Department.

Four large new locomotives were purchased and charged to revenue to replace 4 old ones taken off the list; 1 engine was rebuilt; 3 engines received heavy repairs, amounting almost to rebuilding.

One new boiler, 2 new fire-boxes, 22 new cylinders, 8 new saddles, 13 new extensions, 204 new driving tires, 9 new cabs, 63 new smoke-stacks, 26 new pilots, and 6 new tenders complete were supplied.

The Westinghouse brake was applied to 7 engines, and the American steam brake to 2. Sewell's heating apparatus was placed on 13 engines.

Five first-class cars were transferred from the Oxford and New Glasgow to the Intercolonial Railway. Four first-class, 2 second-class, 4 baggage and express, 15 box, 2 cattle, 40 platform, 38 6-ton hoppers, 42 20-ton gondolas, 29 20-ton platform, and 2 conductors' vans were rebuilt. One common snow-plough and 6 flangers were rebuilt also.

There are now 190 steam-heated cars, and 82 lighted with electricity. Sixty-five engines are now equipped with steam-heating devices.

Seven parlour cars, 11 sleeping cars, 50 first-class cars, 13 second-class sleepers, and 19 vans were thoroughly overhauled and renovated. Lighter repairs were put on 1 sleeper, 1 parlour car, 50 first-class, 58 second, 15 postal, 10 baggage, and 47 vans. Extensive repairs were put on 2 wing and 1 common plough, and four flangers; 464 freight cars had very heavy repairs put on them, almost amounting to rebuilding. Sixty-six freight cars were strengthened to increase their capacity ten thousand each. Steam heating was applied to 15 first-class, 6 second-class, and 4 baggage cars. Upwards of 150 passenger, baggage and postal, and 632 vans and freight cars, passed through the paint shop and were cleaned and painted to a more or less extent, generally thoroughly.

WATER SERVICE.

Tank-house at Elmsdale was burned in October, 1891, and a temporary tank and house put up.

At Alton repaired reservoir and put in new boiler.

Londonderry pump, hot air, received repairs several times. I would advise that a steam pump be erected there.

The tank at Folleigh was painted. Amherst tank was painted.

At Moncton 1 crane was taken off the water company pipe and put on the railway line, and another one was put up near the roundhouse.

A breakwater was built at Peticodiac to prevent sawdust from getting in the suction pipe.

The boiler and reservoir at Canaan were repaired. A new trestle was put under tank at Newcastle.

The reservoir at Jacquet River was cleaned.

The boiler at Charlo was repaired.

At Campbellton 175 feet of 2½-inch pipe was laid to wash out ashpans.

Cleaned and fenced reservoir at Metapedia.

Reservoir at Ste. Flavie was cleaned and repaired.

Reservoir at Trois Pistoles was cleaned out.

Two hundred and fifty feet 1-inch pipe was laid from tank to station at L'Islet.

At Oxford Junction 250 feet 2½-inch pipe was laid from tank to engine-house.

Hoops on tank at Antigonish reset and tank painted.

A new windmill pump was put up at River John.

A new 50,000 gallon tank was erected at Pugwash Junction.

I have the honour to be, sir,

Your obedient servant,

H. A. WHITNEY,

Mechanical Superintendent.

D. POTTINGER, Esq.,
Chief Superintendent.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1891, and on the 30th June, 1892.

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1892.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage for the Year ending 30th June, 1892.

Month.	Locomotive Mileage.		Car Mileage.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Plough Mileage.	Average Passenger.	Average Freight.
1891—July	147,123	254,016	549,880	275,681	3,355,880	4,181,441	.....	5 60	13 21
August	142,711	266,378	555,195	288,906	3,526,831	4,360,932	.....	5 77	13 24
September	139,799	255,757	559,295	265,965	3,419,984	4,245,244	343	5 90	13 37
October	119,635	302,170	489,242	255,266	4,008,208	4,752,716	999	6 22	13 26
November	94,534	309,048	408,149	216,952	4,145,478	4,770,579	2,963	6 61	13 41
December	102,839	347,345	442,565	233,350	4,484,190	5,160,105	2,219	6 57	12 92
1892—January	104,598	279,326	417,021	215,755	3,253,947	3,886,723	7,080	6 04	11 64
February	95,792	263,366	380,228	198,575	3,121,439	3,700,242	16,894	6 03	11 85
March	108,726	302,708	423,519	225,822	3,828,155	4,477,496	11,545	5 96	12 64
April	99,623	279,853	422,801	223,438	3,809,884	4,456,123	2,227	6 48	13 61
May	98,835	250,881	391,800	222,862	3,456,652	4,071,314	1,985	6 23	13 77
June	101,678	236,410	436,847	243,641	3,206,738	3,887,226	.....	6 68	13 56
Total	1,355,893	3,347,258	5,476,542	2,846,213	43,617,386	51,940,141	46,255	6 14	13 03

J. SUTTON,
Mechanical Accountant.

Moncton, N.B., 30th June, 1892.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for the Year ending 30th June, 1892.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Pounds Tallow.	Pounds Waste.	Miles Run to hour in Steam.	Pounds Coal.	Pounds Coal.	Valve Oil and Pounds Tallow.	Pounds Waste.
1891- July.....	43,054	478,967	14,147	29,345	28,099	12,991	11.12	6,616	6.12	5.84	2.71
August	43,380	485,174	13,958	29,433	27,169	12,675	11.18	6,441	6.06	5.60	2.61
September.....	42,091	468,458	14,072	25,424	25,119	12,041	11.12	6,728	5.42	5.36	2.57
October.....	46,634	506,208	16,084	27,004	25,855	12,549	10.85	7,117	5.33	5.11	2.47
November.....	44,935	483,200	15,731	25,277	23,075	10,883	10.74	7,541	5.23	4.94	2.25
December.....	50,557	540,033	18,323	29,432	26,117	12,489	10.68	7,600	5.45	4.76	2.31
1892- January	42,851	464,114	15,378	25,624	21,983	10,602	10.83	7,505	5.52	4.73	2.06
February	40,243	432,943	14,579	24,924	21,285	10,205	10.75	7,543	5.75	4.91	2.35
March	45,247	491,288	16,497	28,718	23,377	11,639	10.85	7,521	5.84	4.75	2.36
April	42,324	456,989	14,330	26,356	22,847	10,679	10.79	7,024	5.77	4.99	2.33
May	38,744	426,514	12,980	24,605	21,900	9,956	11.01	6,822	5.76	5.11	2.33
June	36,831	408,000	11,600	23,919	21,327	9,154	11.07	6,368	5.86	5.22	2.24
Total.....	516,911	5,641,888	177,689	320,061	288,153	135,863	10.91	7,054	5.67	5.10	2.40

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1892.

DEPARTMENT OF RAILWAYS AND CANALS.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from 1st July, 1891, to 30th June, 1892.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary and Office Expenses.	Engine-men's Wages.	Fuel.	Oil, Tallow and Water.	Repairs to Engines, Tenders and Tools.	Water.	Engine-houses and Turntables.	Total.	Average per 100 miles.					
										Mechanical Supt. &c.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.
1891—July...	478,967	928 26	23,537 23	38,310 82	4,584 00	31,496 50	2,713 29	1,579 55	103,169 65	19 4	92 7	99	96 6	58	57
Aug...	485,174	1,009 03	20,438 58	37,628 96	4,370 98	32,782 20	1,946 52	1,261 64	99,527 91	23 4	22 7	76	90 6	76	41
Sept...	468,458	978 31	22,617 72	38,172 32	3,996 08	29,395 34	2,271 94	1,486 72	98,918 43	21 4	83 8	15	85 6	27	48
Oct...	506,298	1,029 60	23,851 68	43,836 23	4,154 73	33,564 89	2,767 19	2,015 26	111,219 58	20 4	71 8	66	82 6	63	54
Nov...	483,200	1,018 98	23,342 48	42,737 04	3,705 23	25,571 87	2,638 06	2,549 39	101,563 06	21 4	83 8	84	77 5	29	54
Dec...	540,033	1,108 29	25,545 69	49,800 78	4,316 60	24,019 83	4,061 89	2,727 23	111,580 31	21 4	73 9	22	80 4	45	75
1892—Jan...	464,114	964 42	23,286 00	41,858 18	3,672 21	18,560 07	3,499 04	2,785 14	94,625 06	21 5	62 9	02	79 3	99	75
Feb...	432,943	962 27	22,108 59	40,322 68	3,709 75	14,771 20	2,421 72	2,545 95	86,842 16	22 5	11 9	29	87 3	41	56
Mar...	491,288	1,052 55	24,753 51	45,536 91	4,076 66	15,320 19	3,101 70	2,183 62	96,025 14	21 5	04 9	26	83 3	12	63
April...	456,989	954 69	23,330 58	38,898 36	3,755 14	20,764 38	2,628 86	1,109 41	92,441 42	20 5	11 8	73	82 4	54	58
May...	426,514	941 13	21,516 75	35,761 45	3,607 10	14,361 90	3,130 61	912 73	80,231 67	22 5	06 8	39	84 3	36	73
June...	408,000	948 15	19,597 30	31,260 14	3,376 40	12,939 86	2,799 10	1,133 87	72,064 82	23 4	80 7	66	83 3	17	68
Total....	5,641,888	11,985 68	273,946 11	486,123 87	47,324 88	273,548 23	33,979 92	22,290 51	1,148,199 20	21 4	86 8	59	84 4	84	60

J. SUTTON,

Mechanical Accountant.

Moncton, N.B., 30th June, 1892.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1892.

The miles run by trains.....	4,703,151
do engines	5,641,888
do cars.....	51,940,141
do snow ploughs.....	46,255
	\$ cts.
The cost of locomotive power.....	1,148,199 20
The cost of car repairs :	
Repairs to passenger cars.....	89,811 00
do postal, express and baggage cars.....	24,656 74
do freight cars and vans.....	210,149 12
Oil and waste for packing.....	8,297 98
Miscellaneous.....	25,643 02
Total cost of car expenses.....	358,557 86
The cost of locomotive power per 100 miles run by trains.....	24 41
do do do engines	20 33
do do do cars.....	2 21
The cost of repairs to cars and ploughs per 100 miles run by trains.....	7 09
do do engines.....	5 91
do do cars.....	0 64
The cost of oil and waste for packing per 100 miles run by trains.....	0 54
do do do engines	0 45
do do do cars and ploughs.....	0 04
The cost of repairs to cars per 100 miles run by them :	
do passenger, per 100 miles run by them.....	1 64
do express and baggage, per 100 miles run by them.....	0 86
do freight cars and vans do	0 48
do ploughs and flangers do	17 93

J. SUTTON.

Mechanical Accountant.

MONCTON, N.B., 30th June, 1892.

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1891.						
July 2.	8.30		Shunting.		J. Phinney	124
do 2.	10.00	Special	Freight	Jno. McDonald	Jas. Sproull	88
do 4.	5.00	do	do	J. B. Crockett	J. Gilfillan	30
do 6.	10.00		Pilot	T. Bellemare	Geo. Findlay	193
do 8.	5.00		Shunting.		J. Phinney	124
do 9.	9.30	Special	Freight	W. Welling	F. W. Welling	30
do 10.	19.20	do	do	T. C. Ayer	S. W. Carson	178
do 17.	9.00		Shunting.		A. Fryers	33
					J. Cole	18
do 18.						
do 20.	15.30	Special	Working.	W. F. Ferguson	J. Howie	40
do 24.	15.20	25	Express	W. Gunn	R. McDonald	198
do 27.	10.12	59	Accommodation.	E. S. Vye	F. H. Moore	70
do 27.	13.30	31	Express	Jno. McFadzen	J. H. Moore	74
Aug. 7.	14.08	Special	Working.	W. W. Gordon	Geo. Anderson	32
do 8.		76	Freight	M. Cummings	W. Gross	182
do 12.	9.45	33	Express	M. Letarte	E. Parsons	157
do 12.	11.00	83	Accommodation.	Jno. Casey	W. F. Hicks	52
do 12.	16.20	Special	Freight	W. Bovard	Geo. Spears	160
do 13.	16.00	do	Working	W. F. Ferguson	J. Howie	181
do 14.	18.00	do	do	McKinnon	L. King	167
do 20.	9.30		Shunting.		P. Fogarty	190
do 21.						
do 27.	8.00	16	Freight	W. J. Dickson	Geo. Feetham	136
do 28.	7.30	Special	Working	J. B. Crockett	P. McKenna	117
Sept. 1.	5.00	34	Express	A. McLellan	A. Donald	150
do 1.	5.10	104	Freight	Geo. C. Keys	A. Prowse	72
do 4.	7.00	34	Express	Jno. Coffey	Jno. Nairn	197
do 14.	2.00	Special	Freight	F. Guinan	J. G. McDonald	125
do 17.						
do 17.	15.00	Special	Working	C. Beswhanger	B. Titus	19
do 18.	18.12	do	Freight	Geo. McGinn	N. Copeland	112
do 22.	7.00	42	do		L. Michaud	134
do 22.	3.45	Special	do	Geo. Couchy	J. Cloutier	85
do 29.	19.35	do	Working	Louis Belanger	A. Connell	176
Oct. 2.	8.55	18	Accommodation.	J. W. Miller	D. Duncan	56
do 9.	23.30		Shunting		I. O'Brien	99
do 24.	5.20	67	Freight	A. B. Vance	Ben. Cook	113

RAILWAY.

Line of the Intercolonial Railway during the Year ended 30th June, 1892.

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Truro	Daniel Hendas.	Employee.	While coupling.	Thigh injured.	
Stellarton.	Samuel Gray.	do	do	Foot injured.	
St. John.	Jos. Stockford.	do	While oiling engine.	do	
Levis	V. Delisle.	do	While coupling.	Slightly injured.	
Truro	Jno. Glenfield.	do	Stepped off engine while in motion.	Foot sprained.	
Amherst.	E. Esterbrooks.	do	While coupling.	Thumb injured.	
} Newcastle	T. C. Ayer.	do	Fell while getting on train.	Shoulder injured.	
Moncton	Onésime Bourque	do	Car under which he was working, collided by shunter.	Leg broken.	
Near Westchester.	Chas. Seifert.	Neither.	Found alongside of track with feet cut off.	Fatal	Accidental.
Near Charlottetown.	Jas. Dagle.	Employee.	While loading rails.	Hand smashed.	
Truro	Philips.	Neither.	Walking on track.	Slightly injured.	
	(Deaf and dumb Indian).				
Derby Junction.	Robt. Sweetman.	Employee.	While shunting.	Foot amputated.	
Pointe du Chêne.	Dan. McNevin.	Passenger.	Slipped while getting on train.	Hip dislocated.	
Harbour au Bouche.	Samuel Gray.	Employee.	While coupling.	Hand injured.	
Moncton.	Jno. Budd	do	Jumped off train while in motion.	Face scratched.	
Near St. Roch.	Christine Fournier.	Neither.	Walking on track.	Fatal	No inquest.
Moncton.	R. Donnelly.	do	Crossing track in wagon.	Slightly injured.	
	Miss Letellier.	do	do	do	
	— Vermette, 6 yrs	do	do	do	
	Lacasse, girl 12 "	do	do	do	
	" " 10 "	do	do	do	
	" boy 8 "	do	do	do	
	" girl 3½ "	do	do	do	
Jacquet River	A. Barreau.	Employee.	While loading lumber.	Thumb injured.	
Near Iona	John McNeil	do	Fell off train.	Fatal	Accidental.
Moncton	Angus Cormier.	do	While coupling.	Slightly squeezed.	
Near Sussex	Wel'gton Linden	Neither.	Walking on track (intoxicated).	Fatal	Accidental.
Brookfield	Jacob Harvey.	do	Attempting to go between cars.	Foot injured.	
Near Sussex.	Jude Legère.	Employee.	While taking cable off car.	do	
Moncton	Ed. Breau.	do	While uncoupling hose.	Hand injured.	
North Sydney Junction.	J. T. McDonald	do	Fell while getting off car.	Wrist sprained.	
Amherst.	Mrs. Stokes.	Neither.	Struck by engine while driving cow off track.	Side injured.	
Riversdale.	Jno. Spain.	Employee.	Fell off train.	Slightly injured.	
Salt Springs.	O. C. Cummings	Neither.	Found dead on track, supposed to have been struck by train.	Fatal	Accidental.
North Sydney Junction.	S. McCormick.	Employee.	Knocked off car by cable.	Arm broken.	
Red Pine.	Edgar Steeves.	do	Slipped off pilot of engine.	Leg injured.	
River du Loup.	Wilfred Soucy.	do	While coupling.	Hand crushed.	
do	Jos. Paquet.	Neither.	Walking on track.	Fatal	Accidental.
Sayabec.	Ant. Berubé.	Employee.	While coupling.	Finger crushed.	
Valley.	— Sutherland (child).	Neither.	Standing on crossing.	Slightly injured.	
Moncton	J. H. Cochrane.	Employee.	While coupling.	Hand injured.	
Stewiacke	D. Mahar.	Neither.	Found dead on track, struck by No. 26 train.	Fatal	Accidental.

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1892.						
Oct. 29..	10.25	50	Accommodation...	Jos. Guay.....	W. Brock.....	141
do 31..	4.15	45	do	X. Langlais.....	Geo. Morrison.....	38
do —		Special	Freight	J. L. Hébert.....	Jas. Fohy.....	93
do 31..	12.30		Shunting		J. Walsh.....	98
do 31..	13.30		do		M. Tobin.....	95
Nov. 3..	21.20		do		J. Leonard.....	105
do 4..	19.20	74	Accommodation...	Jas. McDonald.....	A. Scott.....	18
do 7..	12.00		Shunting		J. Cole.....	203
do 13..	4.50	40	Freight	W. M. Thompson.....	W. Gross.....	27
do 13..	14.55	74	Accommodation...	James McDonald.....	A. Scott.....	24
do 16..	7.45		Shunting		D. Sullivan.....	48
do 21..	20.30	6	Freight	Jno. Hughes.....	S. Wilson.....	6
do 30..	10.00		W. & A. Railway		R. Stewart.....	160
do 30..	16.10	Special	Freight	J. L. Chisholm.....	T. Hennessey.....	209
Dec. 2..	18.00	do	do	W. L. Broad.....	P. McKenna.....	18
do 2..	21.00		Shunting		C. McHugh.....	175
do 2..	21.30	15	Freight	Geo. Margeson.....	J. G. McDonald.....	175
do 3..	21.00	Special	do	Geo. Keys.....	do	176
do 5..	1.30	do	do	A. Gamache.....	A. Connell.....	148
do 9..	7.33	2	Express	G. H. Trueman.....	T. Prince.....	87
do 10..	1.00		Shunting		E. Stockall.....	5
do 14..	14.00	Special	Freight	J. Buchanan.....	H. Stewart.....	171
do 18..	7.15	do	do	J. R. Fisher.....	L. Starratt.....	186
do 18..	15.45	do	do	R. A. McDonald.....	A. Sproull.....	44
do 21..	15.00		Shunting		W. Lovett.....	87
					W. Appleton.....	
do 25..	14.00	24	Freight	W. McDermott.....	N. Sinclair.....	79
do 28..	11.30	Special	do	J. H. Richardson.....	J. W. Nairn.....	197
do 28..	21.00		Shunting		G. Currie.....	93
1892.						
Jan. 11..	7.10	21	Accommodation...	D. McIntosh.....	Jno. Campbell.....	14
do 21..	9.10	Special	Snow-plough.....	L. N. Letarte.....	Jos. Collett.....	76
Feb. 5..	7.30	do	Freight	W. W. Irving.....	Jno. McCracken.....	26
do 13..	14.45	do	Snow-plough.....	Jas. Card.....	J. Hackett.....	6
do 13..	23.45	46	Accommodation...	M. Audet.....	G. Spear.....	40
do 17..	9.40		Shunting		E. B. Price.....	181
					J. Walsh.....	128
do 18..	17.40	81	Express	C. Upham.....	W. Lovett.....	68

RAILWAY.

on the Line of the Intercolonial Railway, &c.—Continued.

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Near St. Charles Junction.	Mendel Wagner.	Passenger	Jumped off train while in motion.	Fatal	Accidental.
Ste. Luce.	Geo. Morrison.	Employee	No. 45 and special trains colliding.	Considerably injured.	
do	Alph. Berubé.	do	do do	Slightly injured.	Accidental.
Richmond	John Munroe.	do	Deal falling off car	Head injured	
do	L. Bezanson.	do	While coupling	Hand injured	
Truro	Fred. Fowlie.	do	do	do	
Scottdburn.	Jno. Carmichael	do	While stepping off engine, fell between train and platform.	Fatal	
Moncton	N. Stableford	do	While coupling	Hand injured	Accidental.
Chatham Junc.	Frank Jonah	do	do	do	
Oxford.	Jno. Mockler	Neither	Walking alongside of track.	Slightly injured.	
Campbellton.	A. Dickie.	Employee	Stepping off van.	Ankle sprained.	
Salisbury.	Walter Clark	do	While coupling	Hand injured	
Halifax.	David Kennedy.	Neither	Crossing track with team.	Fatal	
Shubenacadie.	Arthur Purdy	Employee	Fell off engine while in motion.	Seriously injured	
Spring Hill Junc.	George Mills.	do	While coupling	Slightly injured.	
Moncton	H. S. Cutten.	do	While going to engine, stepped on edge of rail.	Ankle sprained.	Accidental.
Londonderry.	A. Philips.	do	While coupling	Hand jammed	
Greenville.	Jno. Leahy.	do	Slipped while stepping on engine.	Foot injured	
Ste. Flavie.	Jos. Poirier.	do	Fell off train while in motion.	Leg amputated.	
Rothessay.	Mrs. Hogan	Passenger	Jumped off train while in motion.	Leg broken	
Richmond	Thos. Fenerty	Employee	While coupling	Hand crushed	
Stewiacke	B. Ripley.	do	do	do	
Brookfield	A. Langille.	do	Link falling off tender of engine.	Head injured	
New Glasgow	— Conolly	Neither	While crossing track in team.	Slightly injured.	
} Richmond	R. Riger (sailor).	do	Cars shunted against one on which he was working, knocking him off.	Leg broken	
Oxford Junction	W. H. Manship.	Employee	While coupling	Hand injured	Accidental.
Truro	J. H. Richardson	do	While coupling, foot caught between platform and rails.	Foot amputated.	
Richmond shop.	Hy. Colter.	do	Caught between car and old engine standing in shop.	Fatal	
Stellarton	B. D. Rogers	Neither	While crossing track in team.	Slightly injured	
½ mile east of Lévis.	Jos. Bacon	do	Walking on track	do	
Newcastle	W. W. Irving	Employee	While coupling, wood fell off car on him.	Foot and back injured.	
2 miles west of Newcastle.	H. Thomson	do	Chain broke in wing plough	Leg injured	
Near St. Morée.	Nap. Levesque.	do	While coupling	Slightly squeezed	
Richmond	Abram Rumbolt	Neither	Cars colliding with the one in which he was loading sugar.	Seriously injured	
Rockingham	Wm. Parks	do	Attempting to get on No. 94 train, slipped and struck by engine.	Ankle sprained and hip injured.	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1892.						
Feb. 20..	19.30	46	Accommodation..	M. Audet	A. J. Sharpe.....	139
do 21..	17.55	Special	Mail	J. B. Paulet.....	W. Bastin	162
Mar. 7..	9.00	37	Freight	E. L. Watts	C. Langley.....	25
do 13..			Shunting		D. Sullivan.....	94
do 20..	13.10	75	Freight	L. Proulx.....	O. Brock.....	17
do 24..	10.00				F. Cloutier.....	111
do 26..	10.30	Special	Freight	W. McClafferty	D. Peterson.....	210
April 1..	11.00		Shunting		Jas. McDermott.....	18
do 1..	17.30	Special	Freight	T. W. Johnson	C. Saunders.....	49
do 5..	7.45	34	Express	Y. C. Campbell.....	H. McAuley.....	199
do 5..	22.35	45	Accommodation..	J. B. Dubé.....	J. McNutt.....	185
do 9..	15.30	Special	Freight	Geo. Couchy.....	E. Ouellett.....	195
do 15..	16.45	do	do	E. L. Watts	S. W. Carson.....	47
do 22..	15.45	do	do	J. B. Pollock.....	H. Stewart.....	126
do 23..	18.40	do	do	F. Brown.....	D. Youlds.....	172
May 23..	12.15	28	Accommodation..	A. Grant	J. H. Campbell.....	107
do 24..	12.50	Special	Freight	R. A. McDonald.....	Geo. W. Anderson.....	52
do 26..	19.17	1	Express	A. Rainnie.....	Jno. Stewart.....	36
June 2..	8.25	Special	Freight	J. B. Crockett	E. Rushton.....	91
do 2..	18.15	104	do	A. C. McLean.....	D. McLennan.....	24
do 12..	20.00	Special	do	E. Rioux.....	T. Matheson.....	40
do 21..	15.20	do	do	W. W. Gordon	A. Sproull.....	124
do 24..	10.45	37	do	M. Cummings.....	E. S. White.....	25
do 29..	6.00	56	do	Jas. Holmes.....	A. Dunbar.....	13

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Concluded.*

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
3 miles east of Ste. Flavie.	— Godbout.....	News agent.	Fell from train.....	Fatal	Accidental.
6 miles west of Mill Stream.	{ W. Bastien... H. Sharpe....	Employee .. do	Run into snow slide. . . do do	Slightly injured. do	
Harcourt.....	J. H. Haines ..	do	While coupling.....	Finger smashed.	
Campbellton.....	D. Sullivan.....	do	Fell off tender of engine.	Slightly injured.	
½ mile east of Lévis.	Marie Forgues..	Neither.....	While walking on track...	Fatal	Accidental.
Halifax.....	Thos. Delaney..	Employee ..	While unloading an anchor, hand caught in crane.	Hand injured...	
Stellarton	John Brown....	do	While coupling.....	Finger amputat- ed.	
Moncton	Albert Weldon..	do	Struck by engine while checking cars.	Slightly injured.	
Near Belmont ..	T. W. Johnson ..	do	Fell out side door of van, chain broke.	do ..	
Sackville	Chas. Bass	do	While loading baggage.....	Finger jammed.	
Mill Stream.....	Chas. Audet....	do	Fell off train while slacking brake.	Considerably in- jured.	
Point Lévis.....	Godfrey Bontin.	Neither.....	Attempting to get on train.	Leg broken.....	
Newcastle.....	Frank Williams.	Employee ..	While cleaning window of engine cab.	Hand cut.	
Alton	G. Herbert.....	do	While getting off train....	Leg injured.....	
Spring Hill Junc.	A. G. Cormier..	do	do do engine....	Ankle sprained.	
Pictou.....	Jno. Avery, 4 yrs	Neither.....	Crossing track.....	Slightly injured.	
New Glasgow....	Jno. McNeil....	do	do	Fatal	Accidental.
Jardine's Bridge, near St. John.	Thos. Hunter....	do	Walking on track.....	do	do
Spring Hill Junc.	Jas. Melanson..	Employee ..	Lump of coal falling on hand	Fingers smashed	
Sydney.....	A. Cameron	do	While shunting	Foot injured....	
Rimouski	A. J. McDonald	do	While feeling eccentric, engine backed up.	Arm broken ...	
1 mile east of Hopewell.	C. Sullivan.....	Neither.....	Lying alongside of track (intoxicated).	Slightly injured.	
Barnaby River..	— McDonald....	Passenger ..	While closing door of car, train started.	Fingers jammed.	
Girrior's.....	Jno. Pushie....	Employee ..	Fell off van.....	Considerably in- jured.	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,

MONCTON, N.B., 27th September, 1892.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway, for the year which ended the 30th June, 1892:—

- No. 1. Revenue account.
 2. Maintenance of way and works.
 3. General balance.
 4. Statement of earnings.

I also send you the report of the Chief Engineer on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Windsor and Annapolis Railway Company, on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the Government, the latter maintaining the line.

There was an increase in the earnings accruing to the Government, when compared with last year, as follows:—

In 1891-92.....	\$33,508 85
1890-91.....	30,235 13
	<u>\$3,273 72</u>

The expenses of maintenance were considerably less than last year:—

In 1890-91.....	\$28,931 71
1891-92.....	19,514 37
	<u>\$9,417 34</u>

The earnings and expenses compare as follows:—

Earnings	\$33,508 85
Expenses.....	19,514 37
	<u>\$13,994 48</u>

The necessary repairs and renewals were made and some improvements, including, among others, the laying of a siding, four hundred feet long, at Newport. The permanent way and works are in good order.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager, Government Railways,
 Ottawa.

No. 1.—WINDSOR BRANCH RAILWAY.
REVENUE ACCOUNT, Year ending 30th June, 1892.

Dr. Cr.

Previous Year.	Expenditure.	Year ending 30th June, 1892.	Previous Year.	Receipts and Earnings.	Amount, Year ending 30th June, 1892.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
28,931 71	Maintenance of way and works, Abstract No. 1....	19,514 37	10,746 38	Passenger traffic.....	12,187 76
			18,336 91	Freight traffic.....	20,165 57
			1,151 84	Mails.....	1,155 52
1,303 42	Balance.....	13,994 48			
30,235 13		33,508 85	30,235 13		33,508 85

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I. C. R.
MONTGOMERY, N.B., 30th June, 1892.

R. B. BOGGS,
Acct., W. B. Ry.

DEPARTMENT OF RAILWAYS AND CANALS.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works.

Previous Year.	Particulars.	Amount.
\$ cts.		\$ cts.
12,642 04	Repairs to track.....	11,284 50
4,052 02	Rails and fastenings.....	1,395 38
3,529 30	Ties.....	3,709 10
5,422 36	Bridges.....	456 13
3 00	Signals.....	
12 60	Switch locks.....	12 60
467 49	Culverts and cattle-guards.....	124 53
	Wharf at Windsor.....	5 10
463 09	Buildings and platforms.....	241 90
27 45	Hand cars and trollies.....	2 10
134 95	Snow ploughs and flangers.....	203 52
173 31	Tools and repairs.....	200 45
850 59	Fencing.....	690 23
1,104 72	Accountant's office and expenses.....	1,111 49
48 79	Miscellaneous.....	77 34
28,931 71		19,514 37

Certified correct,

T. WILLIAMS,

Chief Acct. and Treasurer, I.C.R.

MONCTON, N. B., 30th June, 1892.

R. B. BOGGS,
Acct., W. B. Ry.

No. 3.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts—One-third Earnings.

Month.	Passengers.	Freight.	Mails.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1891—July	1,169 84	96 91	1,383 72	2,650 47
August	1,714 82	96 91	1,345 56	3,157 29
September	1,993 35	96 90	2,078 38	4,168 63
October	1,026 61	96 91	2,413 29	3,536 81
November	825 02	96 91	2,086 79	3,008 72
December	902 42	96 90	1,830 99	2,830 31
1892—January	637 43	95 68	1,292 50	2,025 61
February	678 26	95 68	1,248 07	2,022 01
March	664 22	95 68	1,733 97	2,493 87
April	796 54	95 68	1,609 01	2,501 23
May	806 14	95 68	1,496 81	2,398 63
June	973 11	95 68	1,646 48	2,715 27
	12,187 76	1,155 52	20,165 57	33,508 85

Certified correct,
T. WILLIAMS,

Chief Acct. and Treasurer, I. C. R.

MONCTON, N.B., 30th June, 1892.

R. B. BOGGS,
Acct., W. B. Ry.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
27th September, 1892.

SIR,—I have the honour to submit the following report for the maintenance of the Windsor Branch for the year ending 30th June, 1892.

TRACK.

The mileage remains the same as last year. Seven miles of the iron rails in track which were badly worn, were replaced with new $4\frac{1}{2}$ steel rails with angle fish-plate joints.

BALLASTING.

During the year, 7,320 cubic yards of ballast were put on the branch.

TIES.

During the year, 19,137 ordinary ties, and seven sets of switch ties, have been renewed.

SIDINGS.

A siding 400 feet long was put in at Newport for the Plaster Company. The sidings at Hibbert's and Fenerty's were relaid with the old iron rails taken out of the main line.

FENCING.

During the year, 500 rods of barbed wire and woven wire fencing have been erected, and large repairs made to the old fence.

BUILDINGS AND PLATFORMS.

At Windsor Junction a portion of the platform was renewed, and the freight house repaired.

At Mount Uniacke the station building was painted.

At Ellershouse necessary repairs were made to the doors and windows of station, and the building painted.

At Newport the station building was overhauled, repaired and painted.

At Windsor necessary repairs were made to the station building, and the roof was recovered with metallic shingles and painted. The engine-house roof was overhauled and repaired, necessary repairs were also made to the doors and windows of same.

One cattle-guard was also renewed.

At South Uniacke the cattle-guards were renewed.

BRIDGES AND CULVERTS.

Three piers of Jordan bridge were strapped with old rails and iron screw rods fitted with turnbuckles.

Bulkheads of timber were built at the ends of abutments of Big Bog bridge to retain embankments.

The masonry of Sackville, Big Bog and Ste. Croix bridges was overhauled and pointed.

A new top of Georgia pine was put on Carrel's bridge, and iron guard rails provided.

Two cedar culverts 3 by 4 were put in at Fenerty's siding.

At Ellershouse a cedar culvert 3 by 4 was put in.

A cedar culvert 3 by 4 was also put in west of Ellershouse station.

I have the honour to be, sir,

Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
Chief Superintendent, Intercolonial Railway,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., 26th August, 1892.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1892.

I also inclose the following statements prepared by the accountant and auditor:—

- | | |
|---|-------------------|
| No. 1. Capital account. | |
| 2. Revenue account. | |
| 3. Locomotive power. | (Abstract No. 1.) |
| 4. Car expenses. | (do 2.) |
| 5. Maintenance of way and works. | (do 3.) |
| 6. Station expenses. | (do 4.) |
| 7. General charges. | (do 5.) |
| 8. Statement of general stores account. | |
| 9. General balance. | |
| 10. Comparative statement of averages. | |

CAPITAL ACCOUNT.

The total expenditure on capital account to 30th June, 1891,	
was	\$3,741,780 89
The additions during the year are as follows:—	
Removal of Summerside Station.....	\$4,995 42
Expropriation of land from R. McMillan....	3,305 07
	<hr/>
	8,300 49
Total expenditure on capital account to 30th June, 1892	<hr/>
	\$3,750,081 38

Removal of Summerside Station.—This is the cost of moving the station from the wharf to Water street, and moving the freight shed one hundred feet east.

Expropriation of land from R. McMillan.—This is a payment for land expropriated and legal expenses, in connection with the extension of the track to the Charlottetown Steam Navigation Company's wharf at Charlottetown.

REVENUE ACCOUNT.

The gross earnings for the year amounted to.....	\$157,442 69
Previous year.....	174,258 05
	<hr/>
Decrease.....	\$16,815 36

The earnings per mile of railway compare with the previous year as follows:—

1890-91	\$829 80
1891-92.....	749 72
	<hr/>
A decrease per mile of.....	\$ 80 08

The length of road operated in each year was the same, namely, 210 miles.

Since the opening of navigation this spring, traffic has been unusually dull, owing to the poor market for the staple farm products; also the increased competition by water against which we have to contend this year. Nearly \$10,000 of the shortage in this year's receipts is due to the late closing and early opening of navigation, the steamers "Stanley" and "Northumberland" taking large quantities of freight and numbers of passengers to and from Charlottetown and Pictou direct, which, had the winter been an ordinary one, would have passed over the road to and from Georgetown.

DEPARTMENT OF RAILWAYS AND CANALS.

STATEMENT.

	Passengers carried.	Earnings.
1890-91.....	145,508	\$72,292 23
1891-92.....	139,389	70,959 21
Decrease.....	6,119	\$1,333 02

	Tons of freight ¹ carried.	Earnings.
1890-91	59,511	\$81,660 82
1891-92.....	51,065	69,983 23
Decrease	8,446	\$11,677 59

Mails and sundries, 1890-91.....	\$20,305 00
do 1891-92.....	16,500 25
Decrease.....	\$3,804 75

The engine mileage compared with last year was :—

1890-91.....	335,202
1891-92.....	307,421
Decrease	27,781

The train mileage as compared with last year was :—

1890-91.....	272,475
1891-92	245,102
Decrease	27,373

The car mileage as compared with last year was :—

1890-91.....	1,420,425
1891-92.....	1,304,659
Decrease.....	115,766

EXPENDITURE.

The working expenses as compared with last year were as follows :—

	Ordinary.	Rails and Fastenings.	Rolling Stock.	Total.
1890-91.....	\$257,039 13	.....	\$950 95	\$257,990 08
1891-92.....	252,970 37	\$36,175 19	560 82	289,706 38
Increases .....	.....	\$36,175 19	.....	\$ 37,716 30
Decreases..	\$ 4,068 76	.....	\$390 13	.....

Included in the above ordinary expenditure are the following amounts for new works :—

Harper's bridge.....	\$1,155 74
Pig Brook bridge....	2,353 08
Moore's bridge.....	264 68
Blushank bridge	255 40
Baldwin's bridge.....	470 79
Total new works.....	\$4,499 69

TRACK.

The mileage remains the same as last year—125 miles laid with iron rails, and 85 miles laid with steel rails.

During the year $11\frac{1}{2}$ miles iron rails were replaced with steel rails weighing 50 lbs. to the yard.

TIES.

During the year 77,052 ties, 36 sets switch ties, and 22 head-blocks were renewed.

BALLASTING.

During the year about 7,098 cubic yards of ballast were distributed.

FENCING.

Twenty-six miles of new barbed and woven wire, and 3,330 feet wire and picket fence were erected during the year to replace old fence burnt and worn out.

SNOW FENCE.

Eleven thousand six hundred and fifty-six feet of new snow fence was built, and 18,936 feet was renewed during the year.

WHARVES.

At Summerside some floor timbers, fenders, and 275 feet of the planking were renewed.

At Souris the wharf was ballasted with brush and stone, and track repaired.

At Charlottetown the wharf and breastwork were ballasted with brush and stone.

At Georgetown the wharf was ballasted with stone; 20 fenders and one mooring post renewed.

BUILDINGS AND PLATFORMS.

At Conway the flag-station was rebuilt and platform renewed.

At Elmsdale the flag-station was rebuilt and platform renewed.

At O'Leary new sills were put under coal-shed.

At Summerside the station building was moved from the wharf to Water street, placed on a new foundation, thoroughly overhauled, repaired, and the interior and exterior painted. The freight shed moved 100 feet east, placed on a new foundation, repaired and painted. Freight shed on wharf raised two feet, floor timbers and flooring renewed.

At Mount Stewart the gravel roof on station was renewed.

At Georgetown the station was painted, and roof on baggage-room was renewed.

At Perth the flag-station was rebuilt, painted, and platform renewed.

At St. Andrew's the flag-station was rebuilt and platform renewed.

At Douglass the flag-station was rebuilt.

The pits in the engine-houses at Mount Stewart and Georgetown were rebuilt.

BRIDGES, CULVERTS, &c.

At Harper's bridge the top was renewed with pitch pine.

At Pig Brook bridge the stone abutments were completed, and top renewed with a 66-foot iron girder.

At Mount Stewart bridge 32 floor timbers were renewed, and abutments pointed with cement.

At St. Peter's bridge 30 angle braces, 14 straining blocks and 4 struts were renewed.

At Morell bridge the foundation at the east end, stringers and ties renewed.

At Scrimgeour's bridge the top was renewed.

At Taylor's bridge the top was renewed.

Twelve timber culverts rebuilt.
 Two stone culverts rebuilt.
 Two culverts renewed with 12-inch iron pipe.
 Stone culverts at Winter River and Union repaired and pointed with cement.
 Twenty-seven cattle-guards rebuilt.
 Extensive repairs were made to the embankments at Morell, Marie and Midgell bridges, 4,000 cubic yards rip-rap being used for this work.

•
STORES.

The purchase of stores during the year amounted to \$99,362.51.

The value of stores on hand to 30th June, 1892, was:—

General stores.	\$71,359 37
Coal.....	10,241 11
Old rails and fastenings.....	9,367 36
Old material serviceable.....	7,390 65
	<hr/> \$98,358 49 <hr/>

The stores for the most part have been purchased by tender and contracts, which follows out the practice of previous years.

I inclose a return of accidents and casualties which have occurred on the railway during the year.

I am pleased to say that the road-bed, buildings and rolling stock are in good condition.

I have the honour to be, sir,
 Your obedient servant,

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
 Chief Engineer and General Manager Government Railways,
 Ottawa.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR.			CAPITAL ACCOUNT.			CR.		
1891.		\$ cts.	1891.		\$ cts.	1891.		\$ cts.
June 30...	To cost of road and equipment to date.....	3,741,780 89	June 30...	By Dominion of Canada..	3,741,780 89			
1892.	To expenditure, year ended 30th June, 1892—		1892.	'				
June 30...	On removal of Summerside Station.....	\$4,895 42	June 30...	do do	8,300 49			
	Expropriation of land from R. McMillan, Charlottetown	3,305 07						
		8,300 49						
		3,750,081 38						3,750,081 38

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1892.

Previous Year.	Expenditure.	Year ended 30th June, 1892.	Previous Year.	Receipts.	Year ended 30th June, 1892.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
64,158 96	Locomotive power, per Abstract No. 1.	66,772 79	72,292 23	Passenger traffic.....	70,959 21
37,696 58	Car expenses, per Abstract No. 2.....	35,204 87	81,660 82	Freight traffic.....	69,983 23
115,195 66	Maintenance of way and works, per Abstract No. 3	147,461 53	20,305 00	Mails and sundries.....	16,500 25
29,551 09	Station expenses, per Abstract No. 4.....	28,370 27	174,258 00	Total receipt.....	157,442 69
11,387 79	General charges, per Abstract No. 5.....	11,896 92	83,732 03	Balance.....	132,263 69
257,990 08	.....Totals.....	289,706 38	257,990 08	.....Totals.....	289,706 38

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1892.
\$ cts.		\$ cts.
1,412 16	Mechanical superintendent's salary, clerks, office and travelling expenses.....	1,414 05
17,481 16	Wages of drivers, firemen and cleaners.....	16,383 50
14,905 62	Fuel.....	15,303 77
2,599 97	Oil, tallow, waste and small stores.....	2,735 05
24,524 71	Repairs to engines, tenders and engine tools.....	28,237 17
1,139 06	Water, including pump and tank repairs.....	718 35
2,096 28	Miscellaneous.....	1,980 90
64,158 96	Totals.....	66,772 79

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1892.
\$ cts.		\$ cts.
10,648 03	Repairs to passenger cars.....	9,129 84
1,546 58	do postal and baggage cars.....	1,507 95
5,302 64	do freight cars and vans.....	6,089 83
15,470 95	Wages of conductors, train baggagemasters and brakemen.....	14,140 82
535 03	Oil and waste for packing.....	558 27
3,270 96	Small stores and fuel.....	2,979 37
922 39	Miscellaneous.....	798 79
37,696 58	Totals.....	35,204 87

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE of Way and Works—(Abstract No.3).

Previous Year.	Details.	Year ended 30th June, 1892.
\$ cts.		\$ cts.
419 21	Engineer's salary, clerks, office and travelling expenses.....	369 96
48,543 46	Wages in repairing roadway, fences and semaphores.....	42,844 87
3,497 12	Rails, chairs and spikes.....	39,570 55
25,445 10	Ties.....	26,383 12
13,984 56	Timber and lumber for repairs to bridges, cattle-guards, fences, &c.....	22,880 32
3,146 41	Repairs to wharves.....	2,635 81
7,562 83	do buildings and platforms.....	7,758 87
2,894 10	do snow-ploughs, flangers and tools.....	4,067 36
9,702 87	Clearing ice and snow.....	950 67
115,195 66	Totals.....	147,461 53

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1892.
\$ cts.		\$ cts.
21,073 19	Salaries and wages of stationmasters, agents, clerks, telegraph operators, station baggagemen, yardmasters, switchmen, watchmen and labourers..	20,075 83
8,477 90	Fuel, oil, light, stationery, tickets and other incidental expenses.....	8,294 44
.....	Miscellaneous.....	.....
29,551 09	Totals.....	28,370 27

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1892.
\$ cts.		\$ cts.
4,308 49	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses.....	4,115 04
5,269 99	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses.....	5,441 17
849 85	Advertising	817 32
84 46	Damages to men, animals and goods.....	171 97
375 47	Telegraph expenses (not including pay to operators).....	390 23
499 53	Miscellaneous.....	961 19
11,387 79	Totals.....	11,896 92

W. T. HUGGAN, -
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1892.

1891.	DR.	\$ cts.	\$ cts.
June 30...	To Balance brought forward.....		142,107 41
1892.			
June 30...	To Purchase during the year, including rails.....	9,936 51	
	Charges from other departments.....	7,302 45	
	Pay-rolls.....	2,520 60	109,185 56
1892.	CR.		251,292 97
June 30...	By Issues during the year.....		152,934 48
	Balance	Ordinary stores..... \$71,359 37 Fuel..... 10,241 11 Rails and fastenings on hand..... 9,367 36 Old material, serviceable..... 7,390 65	98,358 49

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 9.—PRINCE EDWARD ISLAND COMPANY.

Dr.		GENERAL BALANCE.		Cr.	
	\$ cts.				\$ cts.
General stores.....	98,358 49	Dominion account.....			99,301 20
Cash.....	4,281 26	Accident insurance.....			5,173 91
Stations.....	662 56				
Militia Department.....	195 94				
Anglo-American Telegraph Co.....	46 43				
Judge Weatherbee.....	30 00				
Sidney Gray.....	25 00				
Railway Extension, Charlottetown....	812 83				
Intercolonial Railway.....	62 60				
Total.....	104,475 11	Total.....			104,475 11

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1892.

Details.	1892.	1891.
Mileage of railway open.....	210	210
Engine mileage.....	307,421	335,202
Train do	245,102	272,475
Car do	1,304,659	1,420,425
Receipts per engine mile..... Cents.	51.21	51.99
do mile of railway..... Dollars.	749.72	829.70
Percentage of passenger earnings to gross receipts.....	45.07	41.49
do freight do do	44.45	46.86
do other do do	10.48	11.65
Expenses per engine mile—		
Drivers, firemen and cleaners' wages.....	5.33	5.21
Fuel.....	4.98	4.45
Oil, tallow, waste, and small stores.....	0.89	0.78
Repairs to engines.....	9.19	7.32
Water and tank repairs.....	0.23	0.34
Miscellaneous.....	0.64	0.62
Mechanical superintendent's salary, office and travelling expenses.....	21.26	18.72
do	0.46	0.42
Total..... Cents.	21.72	19.14
Locomotive power per engine mile.....	21.72	19.14
Car expenses do	11.45	11.25
Maintenance of way and works do	47.97	34.37
Station expenses do	9.23	8.81
General charges.....	3.87	3.40
Total per engine mile..... Cents.	94.24	76.97
Locomotive power per train mile.....	27.24	23.55
Car expenses do	14.36	13.83
Maintenance of way and works do	60.16	42.28
Station expenses do	11.58	10.84
General charges do	4.85	4.18
Total per train mile..... Cents.	118.19	94.68
Working expenses per mile of railway..... Dollars.	1,379.55	1,228.52

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, 18th August, 1892.

SIR,—I beg to submit for your information the following statements showing the operations of the Mechanical Department of this railway, for the fiscal year ending 30th June, 1892:—

A.—Monthly statement of the cost of locomotive power.

B.—Statement of the performance and consumption of locomotives.

C.—Monthly statement of car mileage.

D.—Statement showing the number of locomotives, cars, snow-ploughs and flangers.

E.—Comparative statement of the expenses of the Mechanical Department for the years 1890-91 and 1891-92.

Two new fire-boxes, 2 new cabs, 2 new smoke-boxes, 20 driving tires, 4 new tube sheets, 3 sets new tubes, 2 new tender frames and 4 new tender trucks have been supplied during the year.

By reference to statement "D" it will be seen that the stock of locomotives, cars, snow-ploughs and flangers provided on capital account consists of:—

- 21 locomotives.
- 17 first-class passenger cars.
- 15 second-class passenger cars.
- 3 postal and smoking cars.
- 175 box cars.
- 125 platform cars.
- 3 conductors' vans.
- 1 pay-car.
- 8 snow-ploughs.
- 7 flangers.

I am pleased to be able to report that the efficiency of the rolling stock has been well maintained during the year and is in good condition.

I have the honour to be, sir,
Your obedient servant,

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager Government Railways,
Ottawa.

PRINCE EDWARD

MECHANICAL

A.—STATEMENT of the Cost of Locomotive

Months.	Miles run by Engines, Less Ballasting.	Cost of				
		Enginemens's Wages.	Fuel.	Oil, Tallow, Waste. &c.	Repairs.	Water including Tank and Pump Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1891—July.....	33,899	1,474 12	1,364 08	201 57	2,529 19	26 8
August.....	30,693	1,465 52	1,207 13	224 51	2,111 64	16 99
September.....	30,102	1,585 78	1,486 74	353 67	1,683 92	60 25
October.....	32,203	1,538 20	1,532 52	291 74	2,296 41	107 60
November.....	30,388	1,460 41	1,748 34	278 05	3,535 79	9 26
December.....	26,024	1,448 51	1,398 78	231 99	2,503 19	76 59
1892—January.....	19,268	1,280 78	929 00	169 45	2,875 97	132 97
February.....	22,708	1,392 51	1,303 68	218 40	2,533 37	5 68
March.....	22,020	1,373 12	1,379 78	226 49	2,354 60	12 26
April.....	19,884	1,132 57	1,002 72	167 51	2,180 20	31 48
May.....	19,606	1,067 90	1,013 02	171 16	1,710 90	28 74
June.....	20,626	1,164 08	937 98	200 51	1,921 99	209 66
Totals.....	307,421	16,383 50	15,303 77	2,735 05	28,237 17	718 35

ISLAND RAILWAY.

DEPARTMENT.

Power, for the Year ended 30th June, 1892.

		Average per Mile run.						
Miscellaneous, including Expenses of Office and Engine House.	Total.	Engine- men.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscel- laneous.	Total.
\$ cts.	\$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
222 53	5,818 36	4 35	4 03	0 59	7 46	0 07	0 66	17 16
245 67	5,271 46	4 77	3 93	0 73	6 88	0 06	0 80	17 17
368 71	5,539 07	5 27	4 94	1 17	5 59	0 20	1 22	18 39
290 31	6,056 78	4 78	4 76	0 90	7 13	0 33	0 90	18 80
329 17	7,361 02	4 81	5 75	0 91	11 64	0 03	1 08	24 22
307 17	5,966 23	5 57	5 37	0 89	9 62	0 29	1 18	22 92
314 14	5,702 31	6 65	4 82	0 88	14 92	0 69	1 63	29 59
261 57	5,715 21	6 13	5 74	0 96	11 16	0 03	1 15	25 17
329 03	5,675 28	6 23	6 27	1 03	10 69	0 06	1 49	25 77
242 07	4,756 55	5 69	5 04	0 85	10 96	0 16	1 22	23 92
242 95	4,234 67	5 44	5 17	0 87	8 72	0 15	1 24	21 59
241 63	4,675 85	5 64	4 55	0 97	9 32	1 02	1 17	22 67
3,394 95	66,772 79	5 33	4 98	0 88	9 19	0 24	1 10	21 72

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

. PRINCE EDWARD

MECHANICAL

B.—STATEMENT of the Performance and Consumption

Months.	Hours in Steam.	Train Mileage.				Miles run by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1891—July	4,245	12,908	14,827	1,141	88	28,964	216	5,970	35,150
August	3,990	11,279	13,599	2,638	114	27,630	11	6,020	33,661
September	4,401	11,180	13,669	6,367	.....	31,216	18	5,825	37,059
October	4,053	12,424	14,217	2,631	101	29,373	13	5,818	35,204
November	3,907	10,461	14,084	2,857	80	27,482	174	5,879	33,535
December	3,494	2,014	18,203	392	.....	20,609	49	5,783	26,441
1892—January	2,810	674	13,756	.....	.....	14,430	.....	4,838	19,268
February	3,430	2,626	13,413	.....	1,738	17,777	62	4,869	22,708
March	3,574	2,661	14,316	.....	136	17,113	80	4,827	22,020
April	3,078	1,628	13,694	1,403	.....	16,725	196	4,491	21,412
May	3,031	2,744	12,342	2,898	116	18,100	20	4,777	22,897
June	2,850	4,164	11,846	573	.....	16,583	33	4,621	21,237
Totals	42,865	74,763	167,966	20,900	2,373	266,002	872	63,718	330,592

ISLAND RAILWAY.

DEPARTMENT

of Locomotives, for the Year ended 30th June, 1892.

Total Mileage.		* Average of Cars per Mile run with Train.	Average Mileage.		Consumption.				Consumption per 100 Miles run by Engines.			
Cars.	Snow Ploughs.		Miles to one hour in Steam.	Of Cars to one of Engine.	Busbels of Coal	Pints of Oil.	Pounds of Tal-low.	Pounds of Waste.	Busbels of Coal	Pints of Oil.	Pounds of Tal-low.	Pounds of Waste.
153,563		5.32	8.28	4.37	14,318	2,216	381	683	40.73	6.30	1.08	1.94
144,519		5.26	8.44	4.29	13,233	2,237	435	677	39.31	6.64	1.29	2.01
169,573		5.43	8.42	4.57	15,545	2,891	519	854	41.94	7.80	1.40	2.30
148,186		5.08	8.68	4.21	14,927	2,588	542	800	42.40	7.35	1.53	2.27
149,781		5.46	8.58	4.46	16,148	2,668	269	708	48.15	7.95	0.80	2.11
107,583		5.22	7.57	4.06	11,973	2,282	12	628	45.28	8.63	0.04	2.37
61,484	486	4.26	6.86	3.19	7,542	1,504	33	443	39.14	7.80	0.17	2.29
72,062	6,102	4.49	6.62	3.17	10,899	2,176	27	562	47.99	9.59	0.11	2.47
90,593	767	5.33	6.16	4.11	9,602	1,734	29	492	43.60	7.87	0.13	2.23
111,280		6.65	6.96	5.19	9,811	1,700	20	488	45.82	7.93	0.09	2.27
123,492		6.87	7.55	5.39	10,732	1,829		516	46.87	7.98	0.00	2.25
98,626		5.94	7.45	4.64	8,621	1,848	70	528	40.59	8.70	0.33	2.48
1,430,742	7,355	5.42	7.71	4.32	143,351	25,673	2,337	7,379	43.36	7.76	0.70	2.23

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage for Year ended 30th June, 1892.

Months.	First-class.	Second-class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1891—July.....	33,056	27,636	22,338	38,738	31,795	153,563
August.....	28,334	22,104	21,567	39,474	33,040	144,519
September.....	27,466	17,204	30,425	42,843	51,635	169,573
October.....	31,490	23,431	26,258	42,895	24,112	148,186
November.....	23,532	21,002	21,960	60,137	23,150	149,781
December.....	20,673	17,218	14,595	46,133	8,964	107,583
1892—January.....	14,751	12,285	11,404	18,605	4,439	61,484
February.....	15,693	11,427	13,701	19,707	11,534	72,062
March.....	16,906	16,975	11,493	28,214	17,005	90,593
April.....	16,398	12,700	14,950	45,894	21,338	111,280
May.....	14,009	15,109	16,827	42,122	35,425	123,492
June.....	16,320	15,979	15,508	34,507	16,312	98,626
Totals.....	258,628	213,070	221,026	459,269	278,749	1,430,742
Less—Ballasting.....			18,696	3,111	104,276	126,083
Balance.....	258,628	213,070	202,330	456,158	174,473	1,304,659

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

D.—STATEMENT showing the number of Locomotives and the various classes of Cars and Snow-ploughs on hand, 30th June, 1892.

Particulars.	Locomotives.	Classification of Cars.								Snow-ploughs.	Flangers.	Total.
		1st Class.	2nd Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.	Total.			
On hand, 30th June, 1891, serviceable...	21	17	15	3	175	124	3	1	338	8	7	15
do do condemned.....						1			1			
Total stock, 30th June, 1891.....	21	17	15	3	175	125	3	1	339	8	7	15
Condemned on hand, 1st July, 1891.....						1			1			
do during the year.....					1	1			2			
LESS—Rebuilt.....					1	2			3			
					1				1			
ADD—Serviceable and repairing.....	21	17	15	3	175	123	3	1	337	8	7	15
Total on record, 30th June, 1892....	21	17	15	3	175	125	3	1	339	8	7	15

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Year ended the 30th June, 1892.

	1892.	1891.
The miles run by trains were.....	245,102	272,475
do engines were.....	307,421	335,202
do cars were.....	1,304,659	1,420,428
do snow ploughs were.....	7,355	27,126
	\$ cts.	\$ cts.
The cost of locomotive power was.....	66,772 79	64,158 96
do repairs to cars.....	16,727 62	17,497 25
do labour, oil, and waste for packing.....	558 27	535 03
do repairs to passenger cars was.....	9,129 84	10,648 03
do do postal and smoking cars was.....	1,507 95	1,546 58
do do freight cars and vans was.....	6,081 83	5,302 64
The cost of locomotive power per 100 miles run by trains was.....	27 24	23 54
do do do engines was.....	21 72	19 14
do do do cars was.....	5 11	4 51
The cost of repairs to cars per 100 miles run by trains was.....	6 82	6 42
do do do engines was.....	5 44	5 22
do do do cars was.....	1 28	1 23
The cost of labour, oil and waste, for packing, per 100 miles run by trains was.....	0 22	0 19
do do do do engines was.....	0 18	0 15
do do do do cars was.....	0 04	0 03
Repairs to passenger cars per 100 miles run by trains were.....	3 72	3 90
do postal and smoking cars were.....	0 61	0 56
do freight cars and vans were.....	2 48	1 94

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred on the Prince Edward Island Railway, during the Year ended 30th June, 1892

Date.	Time of Day or Night.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.	Name of Persons injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Corner's Jury.
1891.												
July 27.	2:27 p.m.		Engine, light.		M. Watson.	10	Souris	D. F. Chevrier.		Struck child, 17 months old, sitting on the bal- last between rails.	Fatal	Accident- al.
1892.												
May 9.	2:50 p.m.	7	Accommo- dation.	G. W. Hibbett.	C. Moore.	4	Royalty June	Frank Traill	Employee.	Fell between station plat- form and train.	Wheel passed over foot, crushing it.	

APPENDIX No. 5.

OFFICE OF THE CHIEF ENGINEER OF CANALS,

OTTAWA, 20th December, 1892.

SIR,—Having only recently entered upon the duties of Chief Engineer of Canals, I am not sufficiently familiar with the works of construction, now in progress, to warrant me in making a report thereon, I therefore merely submit the reports of the engineers in charge of the canals, and the statistical returns of the operations of the canals, prepared by the clerk in charge of that service.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer.

The Secretary,
Department of Railways and Canals,
Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS, MONTREAL DIVISION,
SUPERINTENDING ENGINEER'S OFFICE,

MONTREAL, 16th November, 1892.

SIR,—As requested by your letter No. 89463, dated 26th September last, I have the honour to submit my report on the various works under my charge, for the fiscal year 1891-92 ended 30th June last. The works are:

- 1st. The Lachine and Beauharnois Canals, on the St. Lawrence route.
- 2nd. The St. Ours lock and dam and Chambly canal on the Richelieu river and Lake Champlain route.

Statements are annexed, showing the amounts collected for fines and damages, together with the monthly returns of the highest and lowest water registered on the lower and upper entrances of each canal, and on each of the mitre sills of St. Ours lock.

LACHINE CANAL.

This canal was closed on the 30th November, 1891, and reopened to navigation on the 1st May, 1892.

Two accidents took place during the season, which did not, however, in the least affect the navigation. The first accident took place on Tuesday, 20th October, 1891, when the barge "Maggie," owned by the Montreal Transportation Company, ran into Brewster's bridge, displacing it and breaking the pivot, the castings underneath and the bolts connecting the rollers with the turntable. It took three days to repair the damage done, and to replace the bridge in its former position.

The second accident happened on Friday, 30th October of the same year, when the lower gates of old lock No. 1 were carried away.

There was at the time a barge being locked, the lower sill and gates being very old and rotten, could not withstand the pressure of the current created in the lock at the time, and the lower gates were therefore swept away into the river. There were several boats below, awaiting their turn, but no further damage was done.

These gates were replaced by spare new ones in three days, but as stated above, navigation did not suffer any delay or inconvenience through these two accidents, and during the whole season it has been efficiently maintained, and the water was kept at a good height in all the levels, both for navigation and manufacturing purposes.

The work done on this canal during the fiscal year is classified under two heads, viz. :—Repairs and Income.

REPAIRS.

The water was drawn off on the night of 9th April last, and let in again on the night of the 30th of the same month, the canal being open to traffic on the following day.

While the water was out of the canal, all the works under water were overhauled and repaired. Extensive repairs were made to the different canal structures during the lapsed year, and are described below.

The abutment and rest pier at the north end of Brewster's bridge, which had been forced from their foundations by frost were taken down and rebuilt.

Two new masonry abutments were built to receive a new stationary bridge, as well as the retaining wall at the foot of old lock No. 3.

Five top courses of the wing wall on the south side of St. Gabriel lock, which was found to be in a dilapidated condition, were taken down and rebuilt in new masonry.

The masonry of three raceways, one above St. Gabriel bridge, and two below Côte St. Paul lock on south side of canal, which showed signs of falling down, were rebuilt in cement.

Three stone piers of the waste weir at Côte St. Paul were also taken down and rebuilt, and the weir and locks pointed with Portland cement.

Three new sluice gates were put in the old regulating weir at Lachine, and the masonry of the weir pointed with cement.

The old 2-inch pine flooring of the waste weir at Côte St. Paul, which had been considerably torn up by action of current was entirely renewed with 6-inch oak.

The side sheeting of the weir at the St. Gabriel lock was also torn up by the force of the water. It was found necessary to drill holes in the wall, bolt ties into the masonry, and fasten with spikes the sheeting to the ties.

The platforms mullions, front and back binders, were renewed in the upper and lower gates of old locks Nos. 1, 3, 4 and 5, also on gates of new locks Nos. 1, 2, 3 and 5.

The flooring of Black's, Wellington, St. Gabriel, Brewster's and Côte St. Paul bridges have been renewed with 2-inch oak planks, and the timber pier above St. Gabriel bridge and the ones in the centre and on both sides above and below Brewster's bridge have been rebuilt.

The different bridges on the canal (except Wellington) have been cleaned, and received three coats of paint each.

The slope walls between Côte St. Paul and Lachine required and underwent considerable repairs, as well as the tow-paths on both sides of the canal.

The shanties, at the different locks and bridges, which were very old and decayed, were replaced by new ones, thereby adding to the comfort and convenience of the canal staff, and the better appearance of the canal generally.

The canal roads in connection with the different basins, as well as the road between Wellington bridge and St. Gabriel lock on the south side, and Mill street from St. Etienne street to Black's bridge, have been macadamized and efficiently maintained.

The tow-paths, which measured fourteen miles on both sides of the canal, were kept in good order. All the Government planked foot-paths, within the city limits, and which measure over 9,000 lineal feet, have not only been well maintained, but also kept free from snow and ice during the winter.

The snubbing posts along the line of the canal on the tow-paths were repaired and sixty new ones set.

The weeds were dragged from the bed of the River St. Pierre, and all the off-take drains, culverts and ditches in connection with the canal were thoroughly cleaned and kept in good order.

The piers and booms at Lachine and in the canal proper, received the necessary repairs. Repairs were also made when needed, to the head gates of the mills and factories.

The derrick-lifting scow was hauled out on the bank and the hull almost entirely renovated and the most important parts of the derrick timbers were replaced. The deck was also renewed and the vessel caulked and painted.

The old temporary weir at St. Gabriel lock has been filled in, and the road in front of the mills at this place, on the south side, graded and macadamized.

The timber abutments of the stationary bridge, above the new regulating weir at Lachine, and connecting the island with the main road, have been entirely rebuilt, and the overhauled bridge structure placed in position.

The electric plant and line, for lighting the canal, between the lower entrance and St. Gabriel locks, has been efficiently maintained and has given full satisfaction.

The private telephone service has also proved very efficient, both for canal and navigation interests.

INCOME.

The Government piers at Lachine, which form the continuation of the Grand Trunk Railway wharf required and underwent considerable repairs. The greatest portion of the superstructure above water mark was rebuilt, additional stone filling put in the piers and the flooring renewed.

At the close of navigation, in 1891, work was commenced towards building spare gates for some of the old and new locks, and for which purpose a sum of \$24,500 had been voted.

Towards this object, the Government planer was installed in Messrs. Tate's saw-mill, and the gate timbers prepared by the canal workmen.

An extensive shed measuring 150 feet long, by 50 feet wide, and 40 feet in height, was erected on St. Gabriel Island, wherein the construction of the gates themselves was carried on. All the castings were finished and the iron-work prepared in the canal workshops.

Six pairs of spare gates were thus built, viz. :—

One pair for lower sill of old lock No. 1.

One pair for upper sill of old lock No. 1.

One pair for lower sill of old lock No. 2.

One pair for upper sill of old locks Nos. 3 and 4.

One pair for upper sill of new locks Nos. 3 and 4.

One pair for lower sill of old lock No. 5.

These gates have been distributed on the canal, at such points where they can be most advantageously handled, in case of emergency or accident.

BEAUHARNOIS CANAL.

This canal was closed on the 1st of December, 1891, and re-opened on the 30th of April, 1892; there was no accident and navigation has therefore been efficiently maintained without interruption during the whole season.

REPAIRS.

Two pairs of lock gates were built and placed at lock No. 6, the old gates being brought to the workshops and taken apart. The foot bridge of the upper gates of the guard lock was renewed, and three anchor timbers were placed, one at lock No. 6 and two at lock No. 9. One new crab was also placed at lock No. 6, and four chain rollers at each of locks Nos. 7, 8, 9 and 12, and two at lock No. 3.

The lower gates of locks Nos. 7, 8, 9 and 12 were raised and readjusted, and three valves renewed, one at lock No. 8 and two at lock No. 11.

All the oak anchor timbers of gates and the crabs for working the gates were painted. Six new chains were placed, two at lock No. 6, two at lock No. 11 and one at each of locks Nos. 8 and 13.

All the swing-bridges have been kept in good state of repairs. The bridges over locks Nos. 7, 8, 10 and 13 were raised, adjusted, and the pivot of the St. Timothy bridge renewed.

The bridge stringers and the planking of the bridge above the guard lock at Valleyfield were renewed and new bridges built over the waste weirs at locks Nos. 7, 9 and 10.

Several farm bridges were renewed, and all the others to the number of 120 were kept in good repairs.

Two new houses were built, one 24 x 24 with an extension kitchen 12 x 12 for the lockmaster at lock No. 12, the other, also 24 x 24, for the ferry keeper of the new ferry, between locks Nos. 13 and 14; these houses were well finished and painted both inside and outside; all the other dwelling-houses for the staff, and fences on Government ground, were repaired when required, painted and otherwise kept in good condition.

Five new fender posts were erected at each of locks Nos. 7, 8, 9, 10 and 13, and repairs made to the others. One hundred and five new mooring posts were set on canal banks on both sides, and several others taken out and reset.

A new ferry scow and a small flat boat were built for the service of the new ferry, as well as approaches on both sides of the canal in connection with said ferry.

A considerable portion of the bank on the north or tow-path side has been macadamized and covered with gravel, and the lower and upper dams at the upper entrance underwent considerable repairs.

The Hungry Bay dyke has also been partly macadamized.

The long or north pier at the lower entrance, which had been considerably damaged by ice, has been rebuilt on a length of 75 feet by a height of from 10 to 12 feet.

The south entrance pier, opposite, also received considerable repairs, and both structures were lined outside with plank sheeting.

Leaks were stopped at the waste weirs at locks Nos. 6, 10 and 12.

The roads over the canal embankments and the Hungry Bay dyke, measuring over 26 miles in length, have been kept in good order.

The culvert wells, discharges, drains and side ditches were cleaned during the summer, and in the spring the snow and ice were removed.

According to custom the weeds were mowed at the proper time, on both sides of the canal.

The canal private telephone line has been maintained in good working order.

The electric plant, in use for lighting the lower portion of the canal has been efficiently maintained and the service has continued to give universal satisfaction.

CHAMBLY CANAL.

This canal was closed on the 30th of November, 1891, and reopened to navigation on the 2nd of May following. Apart of half a day's detention on the 2nd of May, caused by the discovery and stoppage of two small leaks in the reach above lock No. 7, the navigation has been efficiently maintained. The old works have been kept in good order and the works of reconstruction and improvement continued.

Considerable works were executed during the fiscal year, and are described under the following two heads, viz., ordinary repairs and income.

REPAIRS.

The planking of the long entrance pier, at the lower entrance, was repaired where required. All the posts of the garde-corps on the public road between St. Luke's road and the upper extremity of Ile Ste. Thérèse, have been renewed, and the top wooden railing replaced by a $\frac{5}{8}$ steel wire cable; the balance of the old garde-corps has been kept in order until next year, when it is intended to renew it as above.

One pair of spare upper gates was placed at lock 4. The locks on this canal being of different dimensions, it is necessary to have on hand a greater number of spare gates than would otherwise be required. Of 16 pairs of gates actually in use, 8 $\frac{1}{2}$ pairs are alike, but the remaining 7 $\frac{1}{2}$ pairs are of different dimensions, not only with the first but with each other.

Since 1886 7 $\frac{1}{2}$ pairs of spare gates have been put at different locks in place of old gates.

There remains yet 5 pairs of spare gates to meet the future requirements.

The lower gates of the guard-lock at St. Johns have been strengthened by four oaken bars 10 inch square. All the gates were painted, and the lock walls pointed with Portland cement. Sixty-six mooring posts were set on canal banks where required.

The steam plant in the Government workshops has been kept in good order; it has proved invaluable in the preparation of timber for rebuilding the locks, bridges, and for the completion of the works generally.

The motive power to run the bellows, the boring machine, lathes, &c., in the blacksmith shop, was provided for by means of a shaft connecting the main workshops with the forge, and in order to reduce to a minimum the danger from fire, the flooring of the blacksmith shop was paved with cemented bricks. The different buildings on line of canal have been maintained in good order, and the dwelling-houses and outbuildings between the lower entrance and lock No. 2 have been painted or whitewashed, as well as the fences.

A frame brick-encased extension was made to the dwelling-house of the lock-master at lock 9.

The slope-wall on the tow-path side is generally in good order, with the exception of certain portions originally built with small round field stones, and which require constant care. The slope-wall, on the opposite or west side, is in bad shape, and it will therefore be necessary to rebuild it almost entirely with larger stones.

The by-washes have received the necessary repairs. The tail-race of Fryer's by-wash was excavated in the rock 2 feet, in a distance of 100 feet.

The tow-path has been kept in good order. Seven miles of this road have been covered with gravel since 1886; there still remains 4 miles of this tow-path to be similarly treated. The gravel used comes from Lake Champlain, and costs 60 cents per ton, delivered on the ground. It hardens the tow-path and greatly facilitates the towing.

Five iron gates, closing with padlocks, were made and placed at different points on the canal embankment, on the east side, to prevent travelling over the tow-path in the spring, and thereby saving deterioration.

A trench was made in the snow on a distance of $2\frac{1}{2}$ miles between Wood's Creek and Ile Ste. Thérèse, 3 feet deep by 4 feet wide, to give a course to the water from the lands on the west side of the canal.

Twelve upright rolling posts were placed at the four sharpest corners of the canal to facilitate the tractive power of towing cables.

Seven bridges on the public road between Chambly and St. John's were entirely rebuilt on an enlarged scale, and four other bridges were repaired.

The mechanical structures of the gates have been much improved, and six new crabs placed at the lower gates of locks Nos. 1, 2, 3, 4, 5, 6 and 9.

The canal ditches, drains and discharges have been thoroughly cleaned. The ground occupied by the lockmasters of locks Nos. 2 and 3, has been fenced in with a fence of galvanized iron.

The collector's office at St. John's was also inclosed with a fence of cedar posts planted 12 feet apart, with an iron chain passing through the head of each post.

One hundred feet of the dry rubble wall below the C.P.R. crossing, and used in connection with the transshipment of lumber from the railway to the canal boats, fell down into the canal; the stones were all taken out, and this portion of the wall rebuilt.

The five lighthouses used in connection with the navigation of the Chambly Basin were repaired and painted.

The 4,000 feet of booms at Chambly and St. John's have been kept in good order. Bridges Nos. 4 and 5 have received sufficient repairs to make them last a couple of years longer.

The dredge mud-boxes, wheelbarrows, the movable and stationary derricks, track rollers and horse shovels also received necessary repairs.

The weeds were mowed on both sides of the canal as usual.

The canal telephone line has, as in the past, proved very efficient, and repairs were made when required by canal employees.

IMPROVEMENTS CHARGEABLE TO INCOME.

The work done on this canal during the fiscal year, under the head of Income, is subdivided as follows :—

Dredging.

From 1st of July to close of navigation, dredging fleet No. 1 was employed in the canal proper. Considerable dredging was done in that part of the canal formed by a branch of the river and better known as "Le Petit Lac." The material excavated has been utilized to fill behind the dry rubble wall which was built along the canal water front of Ile Ste. Thérèse, and to raise the tow-path immediately in rear.

The ferry channel, at the upper extremity of the Island, has been deepened so as to prevent in future the stranding of the ferry scow, at low water.

Meeting places were made, one 1,000 feet in length at the fifth mile opposite Burland's and Mantel's farms, one 600 feet in length at Langelier's bridge, another measuring 200 feet at Wood's creek, and the last 600 feet long, between the ninth and ninth and a half mile. The dredged material was used in raising the public road and the tow-path when required.

The deepening of the upper canal entrance, or harbour of St. John's, was resumed in May following, and continued until the close of the fiscal year, when, owing to the fact that no money had been appropriated to complete the work, the whole fleet was sent to the Lachine Canal. It would have been in the interest of navigation that the work should have been completed, which could have been done in a couple of months.

It is considered urgent that the fleet should be sent back to St. John's, for the purpose not only of completing the work commenced, but also to create a basin between the Canadian Pacific Railway bridge and the old Grand Trunk Railway wharf.

The construction of a basin and wharves at this site has already been strongly advocated in former reports and will impose themselves, if trade continues to increase, specially if the Canadian Pacific Railway obtains access to the wharves for the transhipment of lumber by boats.

Bridges on Langevin and Du Fort Streets.

The surplus water of locks Nos. 4, 5 and 6 is discharged by three waste weirs, into a stream which forms the division line between the villages of Chambly Basin and Chambly Canton, and empties itself, after a course of about 1,200 feet, into the basin. The width of this watercourse increases yearly, which is due to the current thus created.

The two above-named streets, connecting the two villages, cross the stream referred to.

According to the request of both municipalities the Government appropriated a sum of \$600 for the construction of two bridges at the points of crossing.

Two bridges 24 x 12 feet, supported by stone abutments, have therefore been built; substantial railings or garde-corps have been placed on the sides and the approaches levelled.

Once completed, these bridges have been officially transferred to the Municipalities of Chambly Canton and Chambly Basin who have bound themselves to maintain these structures in the future.

Dry Rubble Wall, Ile Ste. Thérèse and Land slides.

In the last annual report, it is stated that a dry rubble wall was built at Ile Ste. Thérèse, on the face of the canal bank, for a distance of 11,800 feet, and the tow-path macadamized.

This is not quite exact, only 2,640 lineal feet of wall were built and the road has not been macadamized. It is only during 1891-92, that the rubble wall was erected on a distance of 9,160 feet, which, added to the quantity done in 1890, gives 11,800 feet quoted in the last report.

The stone broken the year previous has been spread over the road, on a width of 9 feet, a depth of 9 inches in the centre and 6 inches on the sides; a 3-inch layer of gravel has been spread over the macadam, and the whole thoroughly rolled, it is to-day one of the finest roads of the district.

The old bridges on the Island have all been renewed, five new ones built, as well as eight wood and stone drains.

Portions of the road embankment, in the parishes of St. Luc and St. John's, which were disposed to slide into the canal, have been protected by heavy dry rubble walls.

All the west embankment referred to, on a distance of seven miles, between bridge No. 1 and St. John's, will have to be similarly protected, otherwise landslides will occur, which will endanger not only the navigation, but the public road on the top of the bank.

The work, done in time, can be executed at a comparatively low figure, and will prevent accidents and slides, which would cost at least ten times more to repair should they occur.

Rebuilding of Locks Nos. 4, 7 and 8.

The reconstruction of the locks, commenced some years ago, has been continued during the year.

For that purpose extensive preparations had been made. All the materials and plant required were on the ground at the close of navigation.

The west side of lock No. 8, comprising the recess, abutment, culvert sluice and chamber, as well as the recess abutment, culvert sluice of west and east chambers of lock No. 7, were taken down on a total length of 380 feet by 17 feet in height and 8 feet in width or as far down as the foundations.

At lock No. 4, the east chamber of the abutment and lower recess were taken down on a length of 90 feet. The demolished portions were rebuilt, partly in timber and partly in stone.

All the locks on this canal have been overhauled with the exception of the east side of lock No. 3, and the whole of lock No. 9, which is the lower entrance lock of the canal, in the Chambly Basin.

There is an enormous leakage at this lock, which seriously interferes with the lockage at locks Nos. 8 and 7 above. The water in the chamber is receding at the rate of 9 feet per hour, viz., 7 feet for the first half hour, and 2 feet for the second half.

It is now over 50 years since this lock was constructed and, apart from the pointing of the walls when required, no repairs have been made.

Owing to its location in the basin, the reconstruction of this lock will be expensive. It will necessitate extensive and costly coffer damming, and the constant use, during progress of works of powerful steam pumps to unwater the lock.

This lock will, in all probability, have to be entirely rebuilt and preparations must be made accordingly. A large quantity of timber will enter into the construction of the dams, besides over 1,000 cubic yards of puddle will be required.

This puddle can only be obtained by means of the dredge, which necessarily must return to Chambly, not only to furnish it but also to remove the puddle and dams once the lock has been rebuilt.

Electric Light.

Work was continued during the year towards completing the electric lines. A line of posts was erected on the west side of the canal, from lock No. 2 to lock No. 7, to receive one of the arc circuit wires. The circuit wire for the incandescent light was also strung over these posts for lighting the superintendent's and collector's offices.

As the incandescent circuit for the workshops was insufficient for the number of lamps required to light efficiently, another wire was strung over the posts on the east side.

The joiner's work, in the electric station, has been completed, and dry rubble walls were built on each side of the tail-race in rear of the station, for the purpose of discharging, as far as possible, into the river, the water passing through the turbine.

A dynamo of 40 arc lamps capacity has been installed in the station and 27 lamps on the canal, between the waste weir on the east side, 400 feet above lock No. 2, and the lower entrance of the canal, or on a distance of $1\frac{1}{2}$ miles, which comprises eight locks, four swing bridges, three extensive wharves, five basins and the workshops and yard. These lamps are placed, on an average, 342 feet apart.

Fourteen incandescent lamps off the arc circuit, were placed in the water houses and are used during season of navigation only.

The construction and installation of the above plant was done, under contract, by the Royal Electric Co., of Montreal, for the sum of \$3,650, and the whole done in a highly satisfactory manner.

Both extremities of the canal are now lit by electricity, the harbour of St. John from the Canadian Pacific Railway bridge downwards to the guard lock, by St. John's Electric Light Company, at the rate of \$300 during season of navigation, and at Chambly from lock No. 2 to the lower entrance by the canal plant.

It is intended during the fiscal year 1892-93 to install in the workshops an electrical motor of 25 horse-power operated by two Edison dynamos (in hand) which will effect a great saving in running the machinery in said shops.

In a near future electricity will be an important factor, before long all the canals will be lit on their whole distance, thereby placing navigation in a better position to compete advantageously with the railways.

In order to diminish the cost of working expenses, it is more than probable that the electrical forces at the Government disposal, on the different canals, will, at a not distant date be called upon to contribute, for opening the lock gates and bridges, for the running of machinery, and will also likely furnish the motive power required for the towing of boats.

ST. OURS LOCK.

This lock was closed on the 30th of November, 1891, and reopened to navigation on the 11th of April, 1892.

There was no accident or delay, and navigation was efficiently maintained during the whole season.

The works executed at this station during the lapsed fiscal year are described under two heads, viz. :—Repairs and Income.

REPAIRS.

The canal or lock embankments on each side of the lock have been kept in good repairs.

The lock gates were raised and adjusted, the pivots and chains renewed, and all mechanical structures in connection with the lock and gates thoroughly overhauled and repaired.

Some timbers on the upper or west side of the dam having been carried away by the current and ice last spring, were replaced and the two toises of field stone placed at the toe.

The ice was cut away from the piers, wharves and lock gates, and the gates were loaded to prevent their being lifted by high water in the spring.

The booms were removed in the fall, placed in winter quarters and replaced in the spring.

The Government ground on the island, damaged by the works at the dam and high waters, has been filled in and levelled, and the embankment at both extremities of the island protected with stone.

All the scows were overhauled at the close of navigation and thoroughly repaired.

The superintendent's house, workshop and outbuildings received some repairs, and the fences were partly renewed.

INCOME.

After the completion of the work of overhauling the foundations of the St. Ours lock in May, 1891, it was found that the old piers or wharves which form the extension of the lock above and below, and which had been disconnected from the masonry work for the purpose of placing the required coffer dams in proper position were in a very dilapidated condition. These structures were therefore taken down and rebuilt.

RICHELIEU RIVER SURVEY.

Pursuant to instructions contained in departmental letter No. 86089, dated 16th September, 1891, a survey was made during January and February, 1892, of the Richelieu River, at the site of the Grand Trunk Railway bridge at Belœil, with the object in view of remedying to the complaints of navigators as to the dangerous condition of the river at that point.

A plan showing the guide piers above the Grand Trunk Railway bridge, also the location and details of a proposed extension of the present wharf has been forwarded to the department, together with an estimate of the cost.

The result of this survey has demonstrated beyond a doubt the necessity of providing better accommodation for the safer navigation of this portion of the river.

The whole cost of the proposed structure has been estimated at \$9,000, including the removal of the four present guide piers on the shore side, and the dredging required to give the necessary depth at low water along the proposed works.

LAKE ST. LOUIS CHANNEL.

CAPITAL.

The dredging fleet No. 2, which had been engaged at the end of the lapsed fiscal year in the Lachine Canal, removing projecting points and deepening the canal bottom, between locks Nos. 2 and 3, and at the entrance of the Wellington basin, was sent to Lake St. Louis to make test pits in connection with the proposed improvement of the lake channel.

Some eighteen test pits were made both in the proposed and old channels varying in depth from 8 to 20 feet, and about 6,000 cubic yards of black rock and hard-pan taken out, the material excavated being deposited as follows:

Three thousand cubic yards on the new wing dam, where it was utilized by the superintendent for widening and strengthening certain weak points of the structure; 2,000 cubic yards were put in the new Grand Trunk Railway wharf at Lachine, and 1,000 yards in Mr. Lepaillieur's wharf.

Mr. Geo. Yale, the superintendent of dredging, had charge of this portion of the work.

LAKE ST. LOUIS SURVEY.

Commenced the previous year, the hydrographic survey of the lake was resumed on the 15th of July, 1891, and continued until the latter end of the month of November following.

During this period of time the weather has been generally fine but very windy, and only 24 days were sufficiently calm to permit sounding.

The portion of the lake surveyed, extends from the head of the Grand Trunk Railway pier, at the upper extremity of the Lachine Canal, to a point above the second light-ship, or a distance of over three miles.

As the bottom of the lake in this section proved very uneven Mr. L. S. Pariseau, the engineer of the survey work, considered it necessary to go over the ground covered during the previous year. Soundings have been taken at an average distance of 25 feet on parallel lines across the lake, such lines being 100 feet apart for the first mile and a half, and 200 feet apart for the remainder of the distance.

The result of the work performed during the summer is as follows:—

Shore line surveyed on main land and islands.....	6½ miles.
Road line surveyed.....	2½ "
Miles run in sounding.....	78 "
Number of soundings	14,500
Angles measured.....	1,900

Towards the end of the season a triangulation was made to verify and ensure the correctness of the survey.

During the course of the winter, a plan showing only the soundings taken during the summer was made, and the quantity of material to be excavated to form the proposed channel was calculated.

LACHINE DRAINAGE SYSTEM.

The contractors for this work are Messrs. Heney & Borthwick, of Ottawa.

The contract was signed on the 25th July, 1891, and work begun on the 5th August following. The excavation was commenced at the lower end of the collecting drain, at the intersection of the River St. Pierre, above Côte St. Paul road.

Excavation was also commenced at the end of August on the trench connecting the collecting drain with the intended brick sewer from Lachine low lands. The work continued until the first week in December, when it was interrupted by the cold weather.

There was then a length of about 3,400 feet of the collecting drain completed, 1,100 feet of the connecting trench and 250 yards of the brick sewer built.

An attempt was made to continue the rock excavation in winter, from the 5th January last, but it was abandoned about the middle of February.

Work was then resumed on the 17th of April last, and has been continued until the present date.

At the end of the lapsed fiscal year a total length of 5,000 feet of the collecting drain was excavated, 1,100 feet of the connecting trench, and 450 yards of the brick sewer built, as well as the masonry at the lower entrance.

Mr. L. G. Papineau is the Government engineer in charge of the construction.

REPAIRS TO VESSELS.

Dredging Fleet No. 1.

The above dredging fleet, which was stationed on the Chambly Canal, underwent considerable repairs during the winter months. The heavy timber work of the dredge hull was partly renewed. The repairs to the dredge alone have involved the use of 451 cubic feet of oak, besides the knees, the tamarack and pine timber. Three thousand six hundred and seventeen pounds of steel, iron and castings were employed to strengthen the hull and improve the machinery.

The four dredge scows, lodging ark and floating derrick, were thoroughly overhauled. The dredge and scows were caulked and painted.

Dredging Fleet No. 2.

Considerable repairs were made to the above fleet, which consists of a dredge, steam derrick, four scows, one steam yacht and lodging ark.

At the close of navigation this fleet, which had been operating on Lake St. Louis, took her winter quarters in the Lachine Canal. The dredge, steam derrick, yacht and ark went into Tate's dry dock, where the following repairs were made:—

The steps of the dredge crane were raised and the bolts of the spud slides were taken out and new ones put in place.

Two new steel shafts, one patent chain catcher with friction rods, as well as two new malleable castings with rods and swivels to strengthen the crane were put on.

The swinging drum was raised and new steel shaft made and placed in position.

The winch shaft was lowered and the anchor shaft had a new bevel sleeve put on.

Some repairs were made to the boiler, which was also provided with a patent "Hanna feed water purifier."

A new dipper handle was made for the bucket, and two buckets had some very important alterations made.

The steam derrick hull, was strengthened by means of oak braces in different places inside.

Two upright posts were put in with swivel rods, from bow to stern, to stiffen the hull. The old guards were taken out and replaced by new ones.

The old guards of the scows were also renewed,

The hull of the lodging ark was partly renewed; the steam yacht had a new suction pipe put in, and some sundry repairs and alterations made to the machinery and boiler.

All these vessels were well caulked and painted, and were in first-class order when operations were resumed in the spring.

The above important repairs were executed under the immediate supervision of Mr. Geo. Yale, the mechanical engineer, who made all the drawings for the improvements and alterations required.

I have the honour to be, sir,

Your obedient servant,

E. H. PARENT,

Superintending Engineer.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 1 at Lower Entrance and Lock No. 5 at Upper Entrance, during the Fiscal Year ending 30th June, 1892. (From Lockmaster's Returns).

Months.	Lock No. 1, Lower Sill.		Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	18 7	17 10	11 8	11 3
August.....	18 4	17 5	11 6	10 10
September.....	17 9	16 3	10 10	10 2
October.....	16 3	15 6	10 1	9 5
November.....	17 5	14 11	10 6	9 6
December.....	17 10	16 10	10 9	9 1
1892.				
January.....	32 9	16 11	12 3	10 2
February.....	31 9	24 3	10 11	8 4
March.....	26 11	24 6	9 5	8 8
April.....	36 6	16 9	13 5	10 8
May.....	19 5	18 0	11 9	10 11
June.....	20 10	18 7	13 4	11 4

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 6 at Lower Entrance and Lock No. 14 at Upper Entrance, during the Fiscal Year ending 30th June, 1892. (From Lockmaster's Returns.)

Months.	Lock No. 6, Lower Sill.		Lock No. 14, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	11 1	10 9	12 7	12 3
August.....	11 1	10 7	12 5	11 11
September.....	10 7	10 0	12 0	11 8
October.....	10 0	9 4	11 9	11 1
November.....	9 7	8 8	11 10	10 9
December.....	10 10	9 8	11 8	10 11
1892.				
January.....	13 8	10 11	11 7	11 0
February.....	14 6	13 0	11 2	10 2
March.....	15 3	11 0	11 4	10 5
April.....	13 2	10 3	12 10	11 0
May.....	11 4	10 3	12 2	11 3
June.....	12 11	11 0	12 7	11 8

CHAMBLY CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 9 at Lower Entrance and Lock No. 1 at Upper Entrance, during the Fiscal Year ending 30th June, 1892. (From Lockmaster's Returns.)

Months.	Lock No. 9, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	10 9	9 7	8 10	7 10
August.....	9 6	9 1	8 8	7 7
September.....	9 7	8 9	8 5	7 2
October.....	8 8	7 10	8 2	6 11
November.....	8 10	7 8	8 9	6 10
December.....	11 0	8 2	9 6	7 2
1892.				
January.....	14 7	10 0	9 8	8 4
February.....	15 7	14 0	9 2	8 8
March.....	15 1	13 1	8 10	8 7
April.....	20 7	13 8	11 5	9 0
May.....	14 2	12 8	10 7	9 7
June.....	15 3	13 1	10 9	9 9

ST. OURS LOCK.

STATEMENT showing the depth of the River Water on the Mitre Sills of St. Ours Lock, during the Fiscal Year ending 30th June, 1892. (From Superintendent's Return.)

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	10 0	8 9	9 5	8 8
August.....	9 9	8 4	9 0	8 3
September.....	8 9	7 2	8 7	8 2
October.....	8 3	6 7	8 4	7 6½
November.....	8 3	6 4	8 10	7 7
December.....	12 1	8 0	9 9	7 10
1892.				
January.....	12 8	10 2	10 2½	9 0
February.....	12 3	10 0	9 10	8 7
March.....	11 10	10 1	11 10	10 1
April.....	19 7	11 4	15 8	10 3
May.....	12 7	11 0	11 6	10 11
June.....	14 0	11 1	12 8	11 0

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1891.			\$ cts.	\$ cts.	\$ cts.
July 18..	Barge "Donnelly".....	Damase Leroux.....	9 00		9 00
Aug. 28..	Steamer "Greetlands".....	H. Dobell & Co.....	20 00		20 00
Oct. 13..	Barge "Brodeur Demer".....	Damase Leroux.....	10 00		10 00
Nov. 5..	do "Richard".....	C. Richard.....	5 00		5 00
do 24..	do "Star".....	Montreal Transportation Co.....	10 00		10 00
do 21..	Steamer "Acadia".....	J. Malcolmson.....		22 75	22 75
do 30..	Barge "Riley".....	B. St. Denis.....	4 00	6 00	10 00
1892.					
May 10..	Barge "Bonaventure".....	G. Gohier.....	5 00		5 00
June 23..	Steamer "Gertie".....	J. Clement.....	5 00	18 35	23 35
do 22..	do "Polino".....	Ross & Co.....	10 00		10 00
do 28..	do "Powerful".....	G. Gohier.....	12 00		12 00
		Total.....	90 00	47 10	137 10

J. O'NEILL,
Collector.

CANAL OFFICE,
MONTREAL, 30th June, 1892.

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
1891.			\$ cts.	\$ cts.	\$ cts.
Nov. '10..	Barge " R. H. Cooper ".....	R. H. Kirby.....		4 00	4 00
1892.					
July 18..	Yacht " Elfrida ".....	W. S. Webb.....		5 00	5 00
Aug. 18..	Barge " Ruby ".....	Jes. Rousseau.....		5 00	5 00
do 28..	do " Roi des Eaux ".....	A. Desmarais.....		5 00	5 00
		Totals.....		19 00	19 00

CANAL OFFICE,
CHAMBLY BASIN, 7th November, 1892.

M. D. S. MARTEL,
Collector.

APPENDIX No. 6.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 15th December, 1892.

SIR,—I have the honour to submit my annual report upon the maintenance, works of construction, surveys, &c., as connected with the enlargement of the St. Lawrence Canals.

This district includes the Cornwall, Williamsburg and Murray Canals, and the improved channels in the intermediate navigable reaches, and extends from the Province Line, Lake St. Francis, to the harbour of Presqu'Isle on Lake Ontario.

CORNWALL CANAL.

MAINTENANCE.

Navigation closed for the season of 1891 on the 5th December.

The canal which was unwatered on the 21st March, 1892, to facilitate the building operations of the contractors and for the usual repairs, opened for traffic on the 1st of May following, and was closed for the season of 1892 on the 5th instant.

During the time the water was out of the canal the appropriation of \$2,000, granted during the last session of Parliament, was expended in renewing the mitre sill and foundations of the lower recess and tail-race bay of old lock No. 17, also in cleaning out the basin below it, now used as a dry dock, and, generally, all old locks, weirs and other structures were overhauled and temporarily repaired where necessary.

The appropriation of \$500, also granted during the last session, was expended in repairs, fencing, &c., required at the residence recently purchased by the Government for the collector of tolls.

Navigation was maintained in a satisfactory manner, notwithstanding the low stage of the water during the early part of the season and the inconveniences incident to the prosecution of the works of enlargement.

The only accident to report during the season of navigation, which rendered the lowering of the levels necessary, and by which navigation was interrupted for twenty-eight hours, occurred at night, on the 3rd of August last, and was caused by the Montreal Transportation Company's barge "Toronto," in tow of the "Ranger," a small hired tug, colliding with the lower gates of lock No. 19, whilst closed and in use, and carrying them away, and also displacing the hollow-quoin masonry in five courses of the south wall.

The damaged gates were replaced by others in good condition.

The amount of damage assessed against the owners of the barge "Toronto" was \$1,103.21. This account was forwarded by the Superintendent to the office of the Montreal Transportation Company on the 15th August, but has not yet been paid.

The water supply to the mills and factories was not so seriously affected during the past season as was the case in 1891.

The attention of the department is again directed to the necessity which, in my opinion, exists for constructing the necessary waste-weirs, and providing a telephone service connecting all locks, &c., with the office of the Engineer and Superintendent.

During the winter the superintendent staff at the Government workshops were engaged in repairing and renewing the spare lock-gates, &c., and generally in making preparations for the usual annual repairs.

In future it is proposed to ask for tenders for all materials and supplies required for "staff" or "repairs."

The locks of both old and new lower entrances were dismantled and prepared for the winter on the 6th instant, and the gate lifter, the canal scows, and the surveying steamer "Anderson," laid up in the Cornwall Basin.

The culvert at Wood's Creek continues to work satisfactorily, the back water from the river being entirely excluded from the Fly Creek thereby.

The question of the reconstruction of the Government sewer on Water Street, in the town of Cornwall, and of the culvert or drain under the canal, connected therewith, and referred to in my last report, are still under consideration.

The superannuations of the past year are as under, viz. :—

Edward Cass, lockmaster, 1st May, 1892.

John Bowie, lock labourer, 1st May, 1892.

Owen O'Keefe do 1st October, 1892,

and Timothy Sheal has replaced Cass as lockmaster (temporarily).

The passenger steamer, "Island Queen," was fined \$10 for damage done to gate at lock No. 18, 2nd September, 1892.

No wood or winterage dues have been collected during the past year.

The highest water recorded at lock No. 15 (old entrance) during the year was 22 feet 6 inches, and the lowest 9 feet 5 inches, and at lock No. 21, the old guard-lock, the highest was 10 feet 10 inches, and the lowest 6 feet 5 inches.

CORNWALL CANAL ENLARGEMENT.

CONSTRUCTION.

The canal has a total lockage of 48 feet, and surmounts the Long Sault Rapids. It extends from the town of Cornwall westwards to the village of Dickinson's Landing, a distance of 11½ miles.

It was completed and first opened for traffic in the year 1843.

The works of enlargement now under construction consist in deepening, widening and straightening the original channel, and strengthening and protecting the embankments, and in the construction of new and enlarged locks, supply weirs, bridges, &c.

The enlargement at the lower or eastern entrance (Sec. No. 1), was commenced in 1876, and completed in 1882. Section No. 10, the upper entrance, which is still in progress, was commenced in 1884, and may be finished in 1893.

In 1888 the remainder of the work required to complete the enlargement was placed under contract, and is still in progress.

STATEMENT of work under existing contracts, and in progress.

Locality.	Section.	Contractors.	Date of Contract.	Date of Completion.
Cornwall	2 }	Wm. Davis & Sons	Nov. 5, 1888	April 5, 1891.
Lock No. 19	3 }			
Maple Grove	4 }			
Milleroches	5 }	The Gilbert Blasting and Dredging Co.	Nov. 2, 1888	April 20, 1891.
Moulinette	6 }			
Land Bridge	7 }			
Long Sault	8 }	Jocks, Delorimier & Broder	April 7, 1884	June, 1, 1886.
Dickinson's Landing	10 }			

NOTE.—Section No. 8 adjoins No. 10.

The water was drawn off the canal by the 21st March, 1892, and so continued until the 1st of May following. This enabled the contractors on Sections 2, 3 and 4, to proceed with work, which could not be carried on during navigation.

The stone delivered in 1892 was procured from the quarries at Cornwall, Maple Grove, and Milleroches.

Masonry was begun in March, and continued until stopped by frost in November.

SUMMARY OF THE SEASON'S WORK.

The south wall of old lock No. 17 on section No. 1, has been raised two feet, and a portion of the lower recess wall rebuilt from the floor.

Section No. 2.

The extension walls east and west of the south abutment of the Cornwall bridge have been well advanced.

Sections No. 2 and 3.

The extensions of wing walls at locks Nos. 18 and 19 have been completed, and at lock No. 20, the necessary coffer-dam in the canal was constructed, and such progress made on the wall as to nearly connect it with the embankment.

Section No. 4.

The outside retaining wall at the embankment west of lock No. 20 has been finished, with the exception of the central portion, where the coping and some of the top courses are wanting.

Section No. 10.

The supply weir at the guard-lock was completed in September, and, together with the new guard-lock, has since been brought into use.

The foundation of the supply weir at lock No. 18 was begun 9th November, and continued until stopped by frost.

Protection to banks has been commenced near the old guard-lock, and also below lock No. 18.

Work on the lock gates is well advanced, one pair has been placed in position at each of the new locks Nos. 18, 19 and 20.

All plant, and building materials required for an early commencement of the masonry next spring, have been provided.

Dredging, which was commenced at the upper entrance, section No. 10, on the 6th of April, and on the works below the guard-lock, section No. 8, on the 2nd May, has thus far been carried on without interruption, and will be continued until the close of the season.

The deepening and widening of the channel is now nearing completion, the work remaining to be done is chiefly on sections 4, 5 and 8.

The straightening of the channel way has only recently been commenced.

Sections 6 and 7.

All work has been suspended since July, 1891, pending a decision on the question of the "Sheik's Island Dams," for which location surveys have recently been completed.

The material from the dredges has generally been placed in spoil, and, when seasoned, used in the work for enlarging the embankments.

At the western end of the canal, however, a large portion of the dredged material has been wasted in the river south of Wagner's Island.

Good progress has been made with the work of reinforcing the high embankments west of lock No. 18, and preparations are now being made to deal with that to the east of lock No. 20 in a similar manner; and very satisfactory work has been done during the season upon the heavy embankment on the north side of the canal, in connection with the widening and straightening at Robertson's culvert.

The only important slide which occurred during the past season was that in the high bank at the head of lock No. 19; it was, however, discovered in time, and means adopted to prevent further damage.

Additional land on the north side of the canal, above lock No. 18, has been required for the purpose of straightening the channel.

Attention is directed to the necessity which exists for the widening and straightening of the upper entrance to this canal, also to the propriety of extending and improving the direction of the north pier at the lower entrance, and to the proposed raising of the level of the coping of the new guard lock, from 18 inches to 2 feet, to provide protection to the works during high stages of the river.

WILLIAMSBURG CANALS.

MAINTENANCE.

The several divisions of these canals, viz.:—Farran's Point, Rapide Plat, and the Point Iroquois Junction, and Galops, collectively styled the "Galops Canal," were closed for navigation on the 12th December, 1891. Navigation was resumed for the season of 1892, on the 25th of April last, and closed on the 13th of December.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation, and 13 new buoys substituted for those found to be unfit for use.

The usual repairs were made on the buoy boat and scow.

No accidents of any importance are to be reported, except the death by drowning, off lock No. 26, of James Flinn, sen., one of the lock labourers, which occurred on the night of the 23rd of April last. A son (James Flinn) of the deceased has since been appointed his successor on the lock.

Navigation on these canals has been fairly well maintained, but few detentions have occurred other than from grounding, due chiefly to overloading, during the low stage of the river in the early part of the season, and to the contractors' operations on the work of enlargement, in the narrow channels at Rapide Plat and the Galops.

Slight breaks and leakages occurred in the long embankment forming the tow-path of the Junction Canal, during the months of January and February last, which were temporarily repaired as soon as discovered and the bank afterwards further strengthened.

The mooring pier at "Pier Island," for which appropriations were made by Parliament in 1891 and 1892, has been completed at a cost of about \$1,000.

An agreement made with Murray & Cleveland, contractors at the Galops, to construct and deliver one pair of gates for the lower recess of lock No. 23, Rapide Plat, has been performed. These gates have been received at Morrisburg, and will be brought into use next season.

For the above service an appropriation of \$4,000 was made during the last session of Parliament.

General repairs were made to the various structures, to lock-gates, bridges, &c., and also to the banks, booms and entrance piers.

The following fines have been imposed on the under-mentioned vessels, for want of care and disregard to canal regulations, viz.:—

Barge "Duluth,"	7th May, 1892.....	\$ 5 00
" "Imperial,"	27th June 1892.....	5 00
Steamer "Corsican,"	3rd July, 1892.....	10 00
" "Ocean,"	10th Aug., 1892.....	20 00
" "Alexandria,"	14th Oct., 1892.....	20 00

The chain vessel "Iroquois," which was removed in 1891 to her present berth below Frazer's Point, is now resting on the bottom with her hold full of water, the engines and other machinery on the main deck are in good order, but her hull and upper works are rotten, and the boilers worn out. Under these circumstances, it is recommended that the structure should be sold as she now lies.

The superannuations and appointments for the past year are as under:

Robert Toye, lockmaster, 1st December, 1891, succeeded by Alexander B. Robertson, appointed 15th December, 1891.

Owing to the progress of the works of enlargement at lock No. 23, the lock labourers' dwelling must be removed. The men have already vacated it, and obtained

other quarters near the work, for which, as they are in the village of Morrisburg, an allowance of \$7 each per month is considered reasonable and has been allowed.

In addition to the ordinary repairs, the under-mentioned work has been performed:—

At Farran's Point, lock No. 22, the lock labourers' house has been plastered and repaired, and two kitchens built, and the foundation, which is partly on cribwork, renewed and protected.

At Rapide Plat, Morrisburg, some extensive repairs were made to the lower gates at lock No. 23, and the buffer posts renewed. At lock No. 24, a boat was provided for use in connection with the gates and weir during low water stages.

The lowest water on the sill of lock No. 23, as recorded during the season of navigation, was 7 feet 3 inches.

GALOPS CANAL.

At Lock No. 25, Iroquois, the houses of the lockmaster and lock labourers were plastered, &c., fences built, embankments and approaches at lock raised and gravelled, and some necessary repairs and renewals made on the swing bridge and entrance pier, &c.

At Lock No. 26, Cardinal, the swing bridge has been nearly rebuilt, the lower gates removed and replaced by others recently rebuilt, and the buffer posts renewed.

WILLIAMSBURG CANAL ENLARGEMENT CONSTRUCTION.

FARRAN'S POINT.

This canal is about $\frac{3}{4}$ of a mile in length, and has a lockage of $3\frac{1}{2}$ feet. It overcomes a short rapid above the village of Farran's Point, situated about 5 miles west of Dickinson's Landing, the head of the Cornwall Canal.

There are no works under the head of construction to report.

A location survey has, however, been made for the enlargement of this work, including a general survey and examination of the channel leading from the proposed new upper entrance at Empey's Point (Point Avoyon), following the north shore westward through the passage between Little Cat Island and the village of Aultsville, on the mainland; and from the present lower entrance, the survey was extended west to Baker's Point below the "Big Eddy," and connecting with the deep straight channel leading to the Cornwall Canal.

Plans have been prepared showing the proposed manner of enlarging and extending both of the entrances to this canal.

RAPIDE PLAT.

The lockage on this canal is $11\frac{1}{2}$ feet, it surmounts the rapid of "Rapide Plat" and extends from the village of Morrisburg west to Flagg's Bay, about $3\frac{3}{4}$ miles.

The works now under contract and in progress, are as follows:—

Location.	Section.	Contractors.	Date of Contract.	Date of Completion.
Morrisburg.....	1	Poupore & Fraser.....	Jan. 26, 1891	April 1, 1894
Mariatown.....	2	The Weddel Dredging Co.....	do 12, 1891	do 20, 1893
New Road.....	3	Poupore & Fraser.....	do 26, 1891	do 20, 1893
Flagg's Bay.....	4	William Broder.....	April 2, 1884	June 1, 8

The enlargement was commenced in 1884 on section No. 4, the upper or western entrance, and completed and brought into use in 1888.

The work of enlargement consists in the deepening and widening of the old channel, and in constructing new and enlarged locks and supply weirs.

No change in the existing alignment is contemplated or provided for in the contract, and attention is therefore directed to this omission, as it is believed that the class of vessels for which these enlarged canals are designed, will have great difficulty in navigating them.

Section No. 1 extends west along the river front of the village of Morrisburg.

Dredging operations were commenced in April last, and will be continued until the end of the season.

All material dredged has been deposited in the space between the tow-path and the new protection cribwork. This cribwork is now completed, and the contractors' coffer-dams for the new lock pit are being constructed in accordance with the modified plan of 21st March, 1892.

The excavation for a trench for the "north wall," designed to have been executed by manual labour, was inadvertently permitted to be commenced by dredging, resulting in the sliding and caving in of the high clay banks which the wall was intended to support. The plan of commencing the wall at the bottom of the canal had therefore to be abandoned, and a cribwork base substituted therefor, having its face built on the same line and batter as the proposed wall, and carried up to the level of 2 feet below normal water in the canal.

The bank where scarped by dredging operations, is now sufficiently protected by the cribwork base, and by a facing of borrowed earth, and it is therefore believed will suffer no further damage.

Upon and in rear of the cribwork, a berme will be formed of earth having its slopes protected by dry masonry.

The above change in plan has involved the purchase of a strip of land about 15 feet wide, extending along the deeper portion of the cutting, and also of a "borrow-pit" to furnish earth wherewith to restore the banks destroyed by the contractor's dredging operations, and for which, Mr. Ward, the Government valuator, has arranged with the owners.

The stone for the lock is being cut and prepared at Milleroches quarry, Cornwall Canal, and that for retaining walls, &c., at the Wolf Island quarries.

Section No. 2 begins at the west end of the village of Morrisburg, and extends westward to near Mariatown.

The work on this section consists chiefly of excavation, i.e., dredging, and dry work. Dredging operations were commenced on the 1st of April last and are still in progress.

The dry work, or excavation above water, which also commenced in April, was stopped on the 1st of November.

Two dredges have been employed throughout the season, and a third is being built, and will be placed on the work early next season.

The bulk of the material dredged has been utilized in widening and strengthening the towing path and embankments.

Section No. 3 commences a short distance above Mariatown, and extends west to the vicinity of the guard lock (No. 24), and includes the widening and deepening of the east end of section No. 4, and also the spoil grounds, and other works connected with Flagg's Bay.

Work was begun by the steam excavator and a chartered dredge, in April last. The former was engaged on "dry work" on the high bank above water, and the dredge in prism excavation. Both machines will continue to work until the close of the season.

The excavated material, or "dry work," is hauled by locomotives to the spoil ground at Flagg's Bay.

The dredged material is conveyed in scows to the dumping ground on the south side of the channel, near Ogden's Island.

The "new road" on the north side of the canal has been completed and in use since last September.

Upon the completion of the fencing, which is now in progress, it will be advisable to arrange with the municipal council of the township of Matilda, to assume the control and maintenance of the road.

The work on section No. 4 was finished in 1888, and at once brought into use. It comprises the new guard lock (No. 24) and supply weir, and the formation of the upper entrance to the canal, and also of the prism for a short distance below the lock. The final estimate of this contract was completed by the late Mr. Killaly, the resident engineer.

GALOPS CANAL.

Point Iroquois Division. This canal as originally constructed was about 3 miles in length, with a lockage of 5 feet 7 inches at lock No. 25, in the village of Iroquois, from whence it extended westward to Presqu'Île, overcoming the Point Iroquois rapid, and other stretches of swift water, notably that at Sparrowhawk's Point.

About ten years after the completion of these works, some important changes were made, viz.: The lower mitre sill of lock No. 25 was lowered 3 feet 2 inches, and means afforded of regulating the depth of water on the upper sill, and consequently in the canal, by connecting it with the Galops.

The Junction Division commences at Presqu'Île, and extends up stream to lock No. 26, at the village of Cardinal. It chiefly consists of an embankment about 2½ miles in length, built in the river, to connect the Galops and Point Iroquois divisions, and thereby, as stated above, raise and afford a means of controlling the level of the water in the Iroquois reach.

The fall in the river between the above-mentioned canals is 1 foot 7½ inches.

Work on the junction was completed in 1856.

There are no works of construction on either of the divisions whereon to report.

Surveys have been made during the past season to obtain data upon which the scheme of enlargement may be definitely decided.

Galops Division. This, the original Galops Canal, had a lockage of 6 feet 8 inches, and extended upwards from the village of Cardinal, about two miles to the head of the Galops Rapid, which it was designed to overcome, and which commences about 7 miles east of the town of Prescott.

Some years after the completion of the canal, the pier head cribwork was extended up stream, and the lockage or fall increased 11½ inches.

The guard lock No. 27 at the upper entrance is the most westerly lock on the St. Lawrence navigation.

Upper Entrance.

The work now under contract and in progress, and for which Messrs. Murray & Cleveland are the contractors, was commenced in 1889. Their contract was entered into 14th November, 1888, to be completed 15th of June, 1891. It embraces the construction of a lift lock, and of a guard lock and supply weir, also the deepening, widening and straightening of the channel from the upper entrance to Round Bay, a distance of about one mile, and the removal of the old guard lock, &c., &c.

Masonry was commenced on the 25th of April last, and stopped on the 25th of November.

Work as under has been done during the season, viz.:

The walls of the lift lock, the paving in tail bay of guard lock, and the extension of the upper and lower wing walls of the latter, have been completed.

Two pairs of gates for the guard lock have also been completed ready for launching, and a quantity of timber framed and prepared for the gates of the lift lock.

The greater part of the protection cribwork to be used in straightening the tow-path above McLaughlin's Point has been framed, and a number of the cribs built and launched.

The dredging and drilling and blasting operations were begun in May and have been continued without interruption throughout the season.

All dredged material, except rock required on the work, has been conveyed in dump scows to the dumping ground between Pier and Squaw Islands.

The coffer-dams continue staunch and water-tight.

A large quantity of dressed stone from the Belleville quarries has been delivered, also packing from the Galops quarry, situated near the work, which produces stone of excellent quality.

With a view to prevent accidents which might be caused by failure from any cause of the gates of the lift lock, it is proposed to extend the masonry far enough to form the recess for a pair of "guard gates," and, as in the case of the guard lock on the Cornwall Canal, it may become necessary to raise the level of the coping of both the lift and guard locks.

A survey has been made of the lower portion of this canal, for the purpose of deciding upon the nature of the enlargement, and a location survey of the north channel leading westwards from the upper entrance, has been completed.

Galops Rapid Improvement.

E. E. Gilbert & Sons, contractors. Contract entered into 5th August, 1879, to be completed 1st June, 1881.

The "Galops Rapid improvements" consisted in the formation, by subaqueous excavation, of a straight channel 200 feet wide and 17 feet deep through the shoals termed respectively "Upper Bar," "North" and "Caledonia" shoals, "Island" shoal and "Lower Bar," the whole of which are included in a distance of 3,300 feet.

The work was completed in November, 1888, and tested as directed by the late Chief Engineer, who in 1889 reported as follows:—

"The channel undertaken some years ago to be formed through these rapids has been completed. It is now 200 feet in width, straight and from 16½ to 17 feet in depth; but pilots, as usual, prefer putting up with all the disadvantages of the old, crooked, shallow line rather than use a new one with which they are unfamiliar.

"It is no uncommon occurrence for even this important and useful class of men to be a little prejudiced in favour of a route they have been accustomed to follow. It is, however, quite likely that the new line will, ere long, be found the most advantageous; at all events, this is certain to be the case when a larger, deeper-laden class of vessels are brought into use."

In May last the south side of the new channel was marked by five buoys. The channel, which was first brought into general use last year, is navigated by many of the large propellers, and other vessels, drawing over nine feet of water, but is systematically avoided by the forwarding companies' barges.

The channel was examined and surveyed by officers of the department in 1891, and reported upon by me. Obstructions were found to exist on either side of the Centre Range Marks: these the contractors asserted consisted of loose rock shoved into the channel since its completion, by ice, or from other natural causes.

Another, and a much more elaborate survey, is now nearly completed. It has been in progress since last May, under the direction of Mr. Kennedy, Chief Engineer to the Montreal Harbour Commissioners. The survey will probably represent with the greatest accuracy, and minuteness, the depth and width of the channel, and generally its present condition, but it is doubtful if the nature of the obstructions, whether rock *in situ*, or loose rock, will be determined.

This the most important question as stated in my last annual report, can only be satisfactorily decided, by sending a properly equipped dredging plant, to make an actual test of the material in the channel.

The survey ordered by the department, of the bed of the river, including also the new channel and its approaches and banks, which was commenced in 1891, was discontinued last season, for the reason that the operations connected therewith might to some extent interfere with Mr. Kennedy's work. The survey steamer "Anderson" which had been specially fitted for the work, was consequently transferred to the survey of the north channel.

The North Channel.

This channel from the Galops to the head of Spencer's Island, from its sheltered position, and moderate current, may be regarded as an extension of the Galops Canal.

From Prescott, to the head of the Galops Canal, the distance by this channel is seven miles, or two-thirds of a mile shorter than by the main channel through American waters.

The channel was thoroughly explored during my survey of the river in 1872, and early in October of that year, with the water on the sill of lock No. 27 at 8 feet 10 inches, the tug steamer "Glide" drawing 8 feet 3 inches with five barges light, passed up the channel guarded by the survey buoys.

Subsequently, in October, 1876, with the water 9 feet 4 inches on the sill, a large three-masted vessel, the "Hemisphere" drawing 9 feet of water, was successfully piloted down this channel to the canal, by Capt. Moore, of Prescott, assisted by the tug "Arctic."

After leaving the canal, and clearing the shoals off Boulton's Point, the channel lies through deep still water in Munro's Bay, and following the general direction of the Canadian shore to Little's Point, passing through the passage between it and Duck Island, thence leaving the mainland, a deep channel, with a moderate uniform current leads up between Drummond's and Spencer's Islands, and the banks below them, to the open water above the islands; at this point the current becomes stronger, and the channel, assuming the direction of the Windmill light, runs in deep water, through a passage between the shoals off Wright's Point, and the spit here abreast of the black buoys which mark the north point of Chimney Point reef, all obstacles are passed, and the main navigable channel leading to Lake Ontario reached.

This work has been thoroughly re-examined during the past season, and a location survey completed. The line as now recommended differs slightly from that represented on the plans of preliminary survey made in 1872, in the matter of curves, &c., the route, however, is the same.

Accurate cross sections have been made throughout, and drillings and borings made to test the material to be excavated.

The plans and specifications required for placing the work under contract are being prepared.

Spencer's Island near the head of the channel (held on Indian lease) has been acquired for use as service ground and as the base of operations during construction, also 1½ acres of land on Little's Point, with right of way thereto, over a private road, has been purchased for the purpose of securing convenient access to the work

MURRAY CANAL.

MAINTENANCE.

The canal which was closed for traffic on the 16th December, for the season of 1891, was again opened for passage of vessels on the 6th of April, 1892, and closed for the season on the 5th of December.

Navigation was maintained in a satisfactory manner throughout the season, notwithstanding the continuance of the low stage of the water in Lake Ontario.

The temporary lights on the entrance piers should be replaced by more powerful ones, as suggested in last year's report.

The number of vessels passed through the canal from the 15th of November, 1891, to the 27th of October, 1892, was 847.

No accidents have occurred during this period.

The three road bridges have been painted and repaired, and are in good order.

The railway bridge has also been painted and adjusted from time to time, but it still works badly.

The Trenton road within canal limits has been well graded and gravelled, and is now one of the best roads in the county.

The semaphores at the railway bridges are working to the satisfaction of the railway officials.

The stone protection to the banks has required and received constant attention. The distance renewed, or repaired this season, has exceeded 8,000 feet.

The tow-path ditches have been opened throughout their entire length twice during the season.

The grass seed sown in 1891 has answered a good purpose in preserving the slopes of the spoil banks.

A scow 55' x 15' x 3' has been built by the repairs staff, for their own use on the canal.

The snags and sunken logs complained of last year have been kept out of the channel by the steamer "Varina."

A close fence has been built on the north side of the canal, to prevent drift from the spoil banks covering the track of the Central Ontario Railway.

No fines were imposed during the past season.

CONSTRUCTION.

This work is situated at the head of the Bay of Quinté and extends from the channel, across the Isthmus of Murray, to Presqu'île Bay, on Lake Ontario, a natural harbour, and the future western terminus of river navigation.

This the "Harbour of Refuge" of the north-east shore of the lake, lies near the village of Brighton, about 75 miles west of Kingston, and within 120 miles of Port Dalhousie, the entrance to the Welland Canal.

J. D. Silcox & Co., contractors. Contract entered into 24th of August, 1882, to be completed 1st of July, 1885.

The works included in the contract are embraced in a distance of $9\frac{1}{2}$ miles, and consist in :—

1. The cutting or canal proper, through the isthmus, and the formation by dredging and piers of convenient entrances at either end, a distance of fully 6 miles located on a direct line from navigable water in the Bay of Quinté through Twelve o'Clock Point, Dead Creek Marsh, Wuse's Creek and the Brighton wharf.

The canal is practically an artificial "strait" or channel without locks, and is crossed by one railway, the Central Ontario, and three highway bridges.

2. The formation by dredging of the new entrance and channel to the harbour, through the "middle ground" and the other shoals which obstruct the present entrance, and also the channel near the Brighton shore, to connect the harbour with the upper entrance to the "strait," a distance of about 3 miles.

The width of the channel across the isthmus is 80 feet on bottom, and that of the entrances thereto 200 feet, with a depth at ordinary low water (or zero of the Toronto harbour gauge) of 12 feet 6 inches, fully 1 foot below the level of the "Telegraph Island" and other shoals in the Bay of Quinté.

The new entrance to the Presqu'île harbour is "bell-mouthed" in shape, and varies in width from over 1,000 feet in the lake outside the main light, to 200 feet in the channel-way off Salt Point light, with a maximum depth of 16 feet.

In connection with the harbour and new entrance, the attention of the department is again called to the necessity for immediate action, with a view to the preservation of the standing timber remaining on the Presqu'île peninsula.

The work was actually completed in August, 1889, by Mr. A. J. Mowry, of Syracuse, one of the original contractors, who is now the sole representative of the firm of J. D. Silcox & Co.

The final estimate has been completed, and is now with the Chief Engineer to be considered.

SURVEY OF ST. LAWRENCE RIVER AND CANALS.

The work done under this head during the past season, may be summarized as follows :—

A location survey of the proposed dams in the Sheik's Island Channel has been made, and the work is being prepared for letting.

A survey, with a view to straighten and improve the upper entrance of the Cornwall Canal, is in progress.

Some additional surveying in connection with the location of the Farran's Point enlargement.

The shoals in the navigable reaches east and west of Rapide Plat Canal have been further examined; also those in the reach above the head of the Point Iroquois Canal.

Preliminary surveys have just been completed of the Point Iroquois junction and lower part of the "Old Galops" division of the Galops Canal, the plans of which will be prepared and submitted this winter.

The survey for the chart of the river at the Galops Rapid, recommenced in May last, but was discontinued, when the survey and the test by Mr. Kennedy was ordered to be made.

A final location of the north or Canadian channel has been completed, and the plans and specifications are being prepared.

In connection with the surveys it is submitted, that inasmuch as the charter of the steamer "Anderson" for two seasons would amount to, or even exceed, the sum required to purchase and repair her, and since a vessel of her peculiar class, adapted for either survey or inspection is considered a necessity, in view of the extent of this district, and the works in progress, it is recommended, as a matter of economy, that her purchase be authorized.

A statement is appended showing the highest and lowest water during the past year, at each of the canals in the St. Lawrence district.

The variations of the water level on the different canals are not uniform. The governing point assumed by the forwarding companies is at lock No. 23, Rapide Plat Canal, where the least depth of water on the mitre sill prevails at all stages of the river.

I have the honour to be, sir,

Your obedient servant,

TOM S. RUBIDGE,

Superintending Engineer.

The Secretary,
Department of Railways and Canals,
Ottawa.

APPENDIX No. 7.

OTTAWA RIVER CANALS.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, 5th December, 1892.

SIR,—I have the honour to hand you the annual report on the Ottawa River Canals for the fiscal year ended the 30th June, 1892.

The navigation on these canals has been maintained throughout the year without accident or interruption of any kind.

STE. ANNE'S LOCK.

Navigation was closed here on the 26th November, 1891, and reopened on the 29th April, 1892.

Repairs.

The lock-walls, lock-gates, piers, bridges, fences and buildings received the ordinary amount of attention and were kept in good working order.

A new anchor pier was built between Ile aux Tourtes and the head of the channel above the new lock.

Income.

The strengthening of the old Grand Trunk Railway pier, forming the south side of the lower canal basin, commenced in 1890, and somewhat fully described in last year's report, was brought to completion in May last. This work consists of a crib foundation 1,160 feet long, built alongside of the old pier and firmly anchored to the river bottom, and of a heavy wall laid in hydraulic cement mortar on top of it. The whole is substantially built, and forms a safe protection to the basin below the lock.

CARILLON CANAL.

This canal was closed on the 28th November, 1891, and reopened on the 30th April, 1892.

The repairs done here during the season were as follows:—

Enlargement of mooring-pier at head of old canal by the addition of a new crib 24 × 26 × 20 feet alongside of it.

Sheeting lower end of guide-pier below lock No. 1.

Erection of a storehouse on the north bank of the canal above lock No. 1. This rests on a good stone foundation, and is 80 feet long by 18 feet wide and some 20 feet high.

The various structures, buildings, fences, bridges, roads, &c., have also been kept in a satisfactory state of repair throughout the year.

CARILLON DAM.

Income.

An examination of this important structure in the fall of 1890 gave serious fears as to its safety, and consequently a sum of \$15,000 was asked for and appropriated by Parliament at its following session towards strengthening and staunching it. Work was commenced in the month of October, 1891, and pushed as speedily as possible up to the middle of November, when the men were driven away by the rising water, and steps immediately taken to help the ice to form on the dam and

from the shores, in order to complete the parts undertaken before the following spring.

In the latter part of January a good road had been thus formed from both shores and men were again set to work, with the results that, on the 1st April following, over 400 feet in length of the dam were thoroughly repaired. A great many of the cribs forming the apron were found to be nearly empty; these were refilled with boulders, and the apron itself lengthened from 12 to 25 feet for a distance of 125 feet, and from 20 to 42 feet for another distance of 70 feet.

Besides this the whole of the apron was raised for a total length of 410 feet and given a gentle slope from the crest of the dam downwards, thus allowing the water to glide over the structure instead of falling down upon it a height of 9 feet as before. This is considered to be a material improvement, besides making the whole structure much heavier, which is a point of primary importance in all such structures.

The apron was sheeted over with rock elm 10 inches thick, firmly bolted together and to the cribwork underneath. In a couple of places a quantity of boulders was dumped above the dam and the embankment thus formed brought up to the level of the foundation cribs.

From the 1st April to the 30th June, a few men were kept busy preparing for next season operations.

It was highly time that this work were undertaken, otherwise an accident might have happened by which the whole navigation of the Ottawa river would have been stopped, or at least materially interfered with, some portions of the dam having been found in a most dangerous condition.

GRENVILLE CANAL.

The closing and reopening of navigation here occurred on the same dates as on the Carillon Canal.

A good deal of work had to be done in the spring to clean the canal prism, especially on section 2 where the soft banks are continually washed down.

The tow-path was levelled and otherwise repaired for a distance of about one mile on section 2.

Two towing bridges at lock No. 5 were renewed and placed in a position better calculated to facilitate the towage of vessels into the lock.

The swing-bridge across lock 7 was also repaired, and one pair of valves in the lower gate of this lock renewed.

In November last it was considered necessary to remove the filling behind the south wing-wall at the head of lock No. 7. This wall, as well as the one on the north side, is built on cribwork, and owing to some cause or other has been so displaced that it may fall down into the canal at any time. The broken stone forming the filling behind the south one was removed down to the water level, and in April last, a layer of brush, some 5 feet thick, was deposited at the bottom of the trench and covered up with the material taken out in the fall. This was packed by hand in horizontal layers so as to lessen the pressure on the wall pending its reconstruction.

In addition to the above, the various structures, roads and fences connected with this canal were kept in good condition during the year.

CULBUTE CANAL.

There is very little to be said about this canal, beyond the fact that it was kept in good working order and in such a state as to accommodate the small traffic going through it.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,

Assistant Superintending Engineer, O.R.C.

The Secretary,
Department of Railways and Canals.

STE. ANNE'S LOCK.

STATEMENT showing the depth of the River Water on the Mitre Sills of Ste. Anne's Lock, during the Fiscal Year ending 30th June, 1892.

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	11 5	11 1	12 8	11 9
August....	11 5	10 9	12 9	11 10
September..	10 9	10 0	12 0	11 1
October.....	10 0	9 5	11 4	10 10
November....	10 7	9 2	13 0	10 5
December...	12 1	10 7	13 10	12 3
1892.				
January.....	12 5	10 9	12 4	11 5
February....	11 9	9 0	11 5	10 10
March.....	10 5	9 0	11 0	10 2
April.....	13 9	10 8	14 10	10 3
May.....	11 9	11 0	13 6	12 6
June.....	13 0	11 7	14 6	13 4

CARILLON CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Locks Nos. 1 and 2, Carillon Canal, during the Fiscal Year ending 30th June, 1892.

Months.	Lock No. 1, Lower Sill.		Lock No. 2, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	14 3	12 10	14 0	13 0
August....	14 3	12 11	14 1	12 10
September..	13 2	12 4	13 0	12 2
October.....	12 8	11 9	12 3	12 0
November....	14 10	11 7	15 6	11 9
December...	15 7	14 1	15 6	14 0
1892.				
January.....	14 3	13 10	17 0	13 6
February....	13 10	12 6	13 6	12 4
March.....	13 2	11 9	12 4	11 0
April.....	17 4	11 11	16 3	11 6
May.....	15 0	14 3	15 4	14 6
June.....	16 1	14 8	16 3	14 10

GRENVILLE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Locks Nos. 3 and 7, Grenville Canal, during the Fiscal Year ending 30th June, 1892.

Months.	Lock No. 3, Lower Sill.		Lock No. 7, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	16 10	15 6	14 6	12 9
August.....	17 0	15 4	14 7	12 10
September.....	15 6	14 5	13 7	11 9
October.....	14 8	14 0	12 4	11 4
November.....	18 4	13 0	15 6	10 7
December.....	18 4	16 10	15 6	14 3
1892.				
January.....	20 0	17 0	14 4	13 0
February.....	19 0	16 0	13 0	12 6
March.....	18 6	15 0	12 6	10 9
April.....	20 6	15 6	17 6	10 8
May.....	18 8	17 6	16 0	15 0
June.....	18 6	14 8	17 0	15 8

CARILLON CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1891.			\$ cts.	\$ cts.	\$ cts.
1st Oct....	James Averill, Jun.....	Cap. Robert.....		5 00	5 00

Damage to lock No 1.

GRENVILLE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1891.			\$ cts.	\$ cts.	\$ cts.
12th Aug..	Timber.....	W. R. Machan.....	10 00	.....	10 00

For incorrectly reporting a quantity of timber passed through Canal.

APPENDIX No. 8.

SOULANGES CANAL.

ENGINEER'S OFFICE,

COTEAU LANDING, P.Q., 5th November, 1892.

SIR,—I have the honour to report as follows:—

Surveys for an enlarged canal between Lakes St. Louis and St. Francis were made by Mr. G. F. Baillairgé, C.E., as far back as 1872-74. He reported in favour of a route between Coteau Landing and Cascades Point on the north shore. This was intended for a twelve-foot navigation—the scale adopted prior to 1875. Estimated cost \$3,360,000.

The question of this canal remained in abeyance until 1889, when extended examinations were begun with a view to a fourteen-foot navigation, and continued for two years. The line recommended in the early part of 1891 (see printed reports) being adopted by the Government after considerable discussion. Estimated cost \$4,750,000.

The present termini do not differ much from the location of 1872-74; but the canal line between them, 14 miles long, is now, for all navigation purposes, practically straight; there being only two curves in this distance, each of very large radius.

The total rise of about 82½ feet between the lakes will be overcome by five lift locks, four of 17½ feet lift each, and one of variable lift. There will also be a guard lock at the upper end of the canal; the submit level being about 10½ miles long; and for more than one-half of this length the canal is in embankment below the mean level of Lake St. Francis. At some places these banks are about 30 feet high. On the Beauharnois Canal there are nine locks (including the guard lock) to overcome the same rise, viz., 82½ feet.

It may be well to place on record, in this report, the principal differences between the plans of structures, &c., on this canal and those hitherto carried out on the enlarged Welland, Cornwall and Lachine Canals.

1. The superstructure of the entrance piers will be of concrete with copings of stone. Mooring posts of cast-iron.

2. The use of timber in the lock bottoms has been discontinued—the foundations being entirely of concrete and stone.

3. The side walls of the locks are differently proportioned to those of the Welland Canal. The cross section is heavier and wider at the base; whilst the rear is stepped almost from the bottom to the frost batter behind the coping.

4. The locks will be filled and emptied through culverts formed in the side walls running the whole length of the chamber, and connected with it by numerous openings. The discharge will be controlled by steel sluices of the "Stoney" pattern.

5. The upper gates will be placed upon a curved breast wall of solid masonry.

6. The gates will be framed, and suspended so as to avoid the use of either toe rollers or segment rails. They will not be pierced by valve holes, and will be operated by electrical power together with all the bridges, weirs, &c., throughout the whole length of the canal.

7. The weirs will regulate the height of water in the several reaches by an automatic electrical apparatus connected with their sluice gates. The water will not be partly discharged over a breast as heretofore: the arrangements being quite different from those of the weirs now in use on the canals.

8. The road bridges will not have a pivot pier placed in the centre of the canal. They will be made so that one arm will swing across the entire width between the toes of the inside slope, or one hundred feet.

9. The culverts to pass the rivers Delisle, Rouge, and à-la-Grasse under the canal will be formed of one or more lines of cast-iron tubes of ten feet diameter; embedded in concrete masses with wells at each end for the reception and discharge of the flowing water.

10. Concrete will be generally used where deemed advisable throughout the locks, weirs, bridges, &c., of the canal instead of the stone masonry construction hitherto adopted. Reasons for this course are given in my report on the Manchester Ship Canal, pp. 11 and 12.

Several minor improvements will also be effected in construction: the objects kept steadily in view being rapid transit, and the reduction to a minimum of the cost of future maintenance operation and repairs of this important link on the enlarged navigation. It may be said in this connection that the position of the canal with reference to the river both as regards line and level is peculiarly advantageous for the cheap development of electrical power of such extent as will enable it to be freely used in the operation of all structures, the lighting of the canal, and, if considered advisable, the introduction of cable or other systems of towing by which vessels of full size (about 2,000 tons) may be safely and expeditiously passed through the canal without using their own steam, except perhaps on a portion of the summit or long level. The point selected for a power station is at the crossing of the River à-la-Grasse, where the surface of the water in the canal will be about 20 feet above the St. Lawrence, the shore of which is distant only 600 feet.

Ten per cent of a moderate flow through the prism at this place would yield between 500 and 1,000 horse-power.

The details of this station are now being considered in conjunction with a plan for a gate yard and culverts to afford means for a rapid discharge of the summit level in case of accident to its banks in the reach below the guard lock. It may also be noted that the Soulanges Canal will overcome about two-fifths of the entire lockage between Montreal and Kingston; the average lift of lock being more than twice that which obtains on the other river canals.

The fall between Coteau Landing and Cascades Point is relatively much greater than on any similar length of the St. Lawrence between Lake Ontario and tide water.

The line has been subdivided into 13 sections. Tenders were received for the western three of these extending from Lake St. Francis to the Delisle River Crossing in January last. Also for two sections at the eastern or Cascades end in August. Three sections below the Delisle (Nos. 8, 9 and 10) are now advertised for tenders which will be received up to the 22nd of the present month of November.

These eight sections constitute about 45 per cent of the whole length of 14 miles; but as they embrace the entrance works at both ends and all the lift locks but one (No. 5) they will probably represent about 75 per cent of the estimated cost of construction of the completed canal.

The present state of affairs is briefly as follows:—

Section No. 13 was awarded to Randolph Macdonald. As before stated, tenders were received in January last, but the contract is dated 24th September, 1892, by which period the season was practically over and the contractor could therefore do no more than make preparations for an early commencement in the spring of next year. The works included are the construction of the entrance piers and channel at Lake St. Francis—a guard lock—road and railway bridges, together with a considerable amount of dredging and earth excavation.

Section No. 12. Denis O'Brien & Son. This contract is dated 8th April, 1892. Some progress has been made with the earth excavation, of which over 100,000 cubic yards have been done, representing about one-fifth of the whole. But the rock, of which there is about 100,000 cubic yards on the section, remains untouched to date.

Section No. 11. This section embraces a large culvert for the passage of the Delisle River under the canal; and a considerable amount of earth and rock excavation. The contract is dated 11th May, 1892. The progress made with this work is exceptionally slow and unsatisfactory. During the past season about 60,000 cubic

yards of earth have been removed, but none of the tubes for the culvert have as yet been cast, although the specification calls for their delivery during the season of 1892 now nearly past.

Sections Nos. 10, 9 and 8 are, as previously stated, advertised for tenders which will be received up to the 22nd instant.

Sections Nos. 1 and 2 were let to Mr. Archibald Stewart, contract dated 24th September, 1892. The works embraced in this contract are the construction of four lift locks, four regulating weirs, retaining walls, &c., together with the piers at the Cascades entrance, and a large amount of rock and earth excavation. Operations were begun shortly after the work was awarded and some earthwork has been done. Preparations are being made to push the whole work energetically next season.

In the general danger of this canal, the spoiling of materials close to the prism in high and unsightly heaps has been avoided for obvious reasons. For the purpose of wasting, additional land has been purchased towards the western end where the prism is in heavy excavation. Along the eastern half of the summit level where the banks are high, it is intended to first carefully form the water-tight portions on each side of the canal, and subsequently use these as a level trackway upon which a portion of the surplus material to the west can be hauled forward by locomotives and cars, and deposited by tipping outside the banks already made so as to widen and strengthen them as far as possible where under the water level of Lake St. Francis, thus lessening the risk of accident; and also partly avoiding the necessity of purchasing an extra area of land off the line of the canal.

It may also be said that in order to reduce the damages consequent upon cutting across the farms, a macadamized road for public travel will be constructed on the north side of the canal between its terminal points, to which free access will be given. It is believed that this will greatly benefit the adjacent proprietors and form an excellent means of communication entirely separate from the towing paths.

Nearly all the land-owners between the Rivor Delisle and the head of the canal have been settled with; and the valuator is now engaged in arranging for the areas expropriated in the vicinity of Cascades Point.

I am sir,

Your obedient servant,

THOMAS MONRO,

M. Inst. C.E., Engineer Soulanges Canal.

T. TRUDEAU, Esq.,

Deputy Minister and Chief Engineer of Canals,
Ottawa.

APPENDIX No. 9.

WELLAND CANAL.

ST. CATHARINES, 23rd November, 1892.

SIR,—I have the honour to report upon the Welland Canal and its branches, for the fiscal year ending the 30th June, 1892.

Commencing at Port Dalhousie, the first important item of repair was at the stone wall separating the new and the old canals, where the water had found its way under the wall in many places, the soft material between the piles on which the wall was built having been partly washed away.

From the caisson which closes the passage between the new and the old canals, to the south end of the wall, the repair was effected by driving a row of tongued and grooved hard wood sheet piles, outside the footing-course on the new canal side of the wall, and filling in with concrete the washed out spaces between the sheet piling, and the piles supporting the wall.

The result has so far been satisfactory.

At locks No. 10 and 11, the lower wing walls on the west side of the canal, which at their outer ends rested on a clay slope of 2 to 1 had gradually settled down and moved forward, until their removal and rebuilding became necessary.

This work was accomplished in the months of March and April last, when the levels were unwatered at the locks mentioned.

Before rebuilding the wing walls, sheet piling was driven at the toe of the walls where considered necessary, on both sides of the canal, and was strengthened by timbers laid across the canal from side to side, below the level of the bottom, and bolted to piles driven for the purpose at intervals.

The walls were then rebuilt on the original lines.

In the "Deep Cut" between Allanburgh and Port Robinson, the very desirable work of sodding the long flat slopes was completed, the surface sodded amounting to 299,238 square yards.

The endless repairs of lock gates, bridges, and weirs, embankments and ditches, have been attended to, and though small individually, represent a large sum in materials and labour.

On the old canal, lock gates were rebuilt where necessary, additional valves were put in some of the weirs to admit of a more complete control of the water than hitherto, and between Thorold and Allanburgh, the "Higgins Culvert" under the canal was renewed.

On the line of the Feeder, the usual repairs to embankments were substantially made in places, with stone from the canal spoil banks near Humberston.

Between Stromness and Danville, at the crossing of the Inman Line, a float bridge for teams was constructed, which has answered a good purpose, and at Dunnville, the approach to the fish pass in the Dunnville dam received attention, and is now in good order.

No interruption of traffic worthy of notice occurred during the year, which may be attributed to a closer observance of canal rules in the matter of getting out lines, when vessels are entering locks.

The low water of the previous year continued until about the opening of navigation in 1892, when 14 feet of water upon the mitre sills of the new lock at Port Colborne was again reached, and that depth was maintained throughout the canal for the remainder of the fiscal year.

In connection with return to the normal level of the water in Lake Erie, it may not be out of place to call attention to the fact that the Old Canal above lock No 3, is now seldom used for the passage of vessels and consequently affords better facilities than ever for utilizing the surplus water for power.

This in connection with thoroughly tested appliances for conveying power by electricity, to more desirable locations than the immediate neighbourhood of the power sometimes affords, suggests the possibility of making the old canal a source of revenue to the Government while promoting manufacturing industries in a locality which possesses rare facilities for manufacturing and distributing a variety of supplies.

The canal was closed 17th December, 1891, and was opened for navigation 19th April, 1892.

Attached will be found a statement of the monthly highest and lowest water on the mitre sills of locks Nos. 1 and 27, at Port Dalhousie and Port Colborne respectively, during the fiscal year ending 30th June, 1892.

I have the honour to be, sir,

Your obedient servant,

W. G. THOMPSON,

Superintending Engineer.

T. TRUDEAU, Esq.,
Acting Secretary, Dept. Railways and Canals,
Ottawa.

" A."

STATEMENT of Fines and Damages collected from Vessels and Steamers, during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessel and Steamer.	Amount of Damages.
1891.		\$ cts.
November 11....	Barge "Gaskin"	21 95
	Steamer "Lakeside"	78 36
	do "Celtic"	19 94
December 11....	do "Ohio"	58 59
1892.		
January 15.....	Steamer "Pentagont"	242 54
June 9.....	do "Josephine"	75 00
do	Schooner "Ogarita"	20 00
do	Steamer "Pueblo"	15 50
	do "Roedale"	10 00
June 20.....	do "Northerner"	35 82
	Total.....	574 70

Deposited with H. H. Collier, Collector, St. Catharines.....	\$338.88
do W. B. Clarke, Port Dalhousie.....	35.82
	<u>\$574.70</u>

"B."

STATEMENT showing the Highest and Lowest Water on the Mitre Sill of New Lock No. 1, at Port Dalhousie, Welland Canal, for the Fiscal Year ending 30th June, 1892.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1891.	ft. in.	ft. in.	1892.	ft. in.	ft. in.
July	16 8	16 4	January	14 8	14 2
August	16 4	15 10	February	14 8	14 3
September	16 0	15 3	March	14 8	14 2
October	15 5	14 6	April	15 2	14 7
November	14 7	13 11	May	15 5	14 10
December	16 2	13 9	June	15 11	15 5

"C."

STATEMENT showing the Highest and Lowest Water on the Lower Mitre Sill of New Lock No. 27, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1892.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1891.	ft. in.	ft. in.	1892.	ft. in.	ft. in.
July	17 1	14 4	January	14 10	13 2
August	15 5	14 2	February	14 4	12 3
September	15 5	13 9	March	14 8	12 5
October	14 7	12 10	April	14 8	13 5
November	15 11	13 4	May	15 9	14 0
December	16 1	12 10	June	16 3	14 3

APPENDIX No. 10.

RIDEAU CANAL OFFICE,

OTTAWA, 29th October, 1892.

SIR,—I have the honour to submit the annual report of the works under my charge for the fiscal year ended 30th June, 1892.

Navigation closed at Ottawa, 28th November, 1891.
do do Kingston Mills do 1891.
do opened at Ottawa, 2nd May, 1892.
do do Kingston Mills, 1st May, 1892.

On both the ascending and descending reaches from the summit (Little Rideau Lake) the water in the several levels was maintained to give the required depth of water on the lock sills throughout the season of navigation.

The freshets at the commencement of the season were unprecedentedly high, but passed off without material damage to the works.

Navigation has been uninterrupted during the whole season.

The principal repairs along the canal were as follows:—

Kingston Mills.

One hundred cubic yards of stone and gravel placed on embankment; one pair of lock gates renewed; four chain blocks, and other repairs to station.

Davis' Lock.

One pair of lock gates renewed; one pair of swing beams, and storage dam at Hart Lake repaired.

Chaffey's.

Bulkhead renewed, and masonry of wing walls repaired.

Narrows.

One pair of lock gates renewed; six new chain blocks.

Poonamalie.

Bulkhead renewed, and two new piers built on each side of same. Flange frames renewed, and sundry small repairs.

Smith's Falls.

Bulkhead renewed, and sundry repairs to lock.

Maitland's.

Bulkhead renewed, and the discharge increased by two more openings; upper lock gates repaired.

Long Island.

One pair of new lock-gates; six new chain blocks, and sundry repairs to station.

Black Rapids.

One pair of lock-gates renewed, and sundry small repairs to station.

Hartwell's.

One pair of lock-gates renewed; repairs to waste-weir; two new sluice frames; four chain blocks, cut between Hartwell's and Hogsback, cleared of loose stone and boulders; also "Mutchmor's Cut," between Hartwell's and Bank Street, cleaned out.

Ottawa.

Lower lock-gates renewed; new storehouse built to replace the one destroyed by fire; lower lock cleaned out by diver; two stone piers rebuilt between locks Nos. 8 and 9; lock gates painted, and general repairs to station; lock-house and men's quarters fitted up with incandescent electric lights.

WORKS FOR WHICH SPECIAL APPROPRIATIONS WERE VOTED BY PARLIAMENT.

Ottawa.

The west side of the basin was excavated to give an uniform depth of not less than 6 feet, to correspond with the excavation on the east side of the basin which was done the previous winter.

The old slip was cleaned out and cribbed round the sides, a stop log entrance being prepared, so as to enable it to be used as a dry dock if necessary. Safety chains were placed round the basin and the rock cut leading to the eight locks, and were the means of saving life.

Hogsback.

A contract was entered into with Mr. F. Toms, of Ottawa, to excavate a channel through the rock on the east side of the old bulkhead, and a new bulkhead built containing seven openings of 20 feet wide and 6 feet deep, and one centre opening 21 feet wide and 17 feet deep.

This gives a discharge area of nearly 1,200 square feet if necessary, during spring freshets, or about three times the former discharge area. The material excavated out of the rock cutting was placed at the back of the clay dam in order to strengthen it.

It is to be hoped that these improvements will effectually allay the anxiety usually felt every spring by persons residing below the dam of the possibility of its being carried away.

The only damage that can be done now is by ice.

On the 2nd April last the river rose very rapidly, some six feet in a few hours, compelling the contractor to leave his work unfinished, there being some 100 feet of excavation above the new bulkhead yet to do to complete his contract. This will be done at the close of navigation.

Merrickville.

This work was let by contract to Mr. O'Toole of Ottawa, and consisted of building a new approach to the locks, and changing the site of the swing bridge, in order to avoid the detention to travel caused by the swinging of the bridge when boats were locking through, also the building of the masonry abutments, centre pier, &c., of the new swing bridge, and the masonry abutments of the new fixed bridge across the waste water channel, retaining walls, &c., &c.

The new swing and fixed bridges will be of steel, and are contracted for with the Canadian Bridge and Iron Co. of Montreal.

Perth Branch.

The extension of the canal was completed and the new swing bridge over the canal at Gore Street finished and is in working order.

The dredge "Rideau"

Was employed during the season, in deepening and straightening the channel through the shoals in the canal between Black Rapids and Burritts Rapids.

The tug "Shanly,"

When not employed with the dredge, was engaged in delivering timber to the different lock stations.

Plant.

Two new side dumping scows and one flat scow were built during the winter by Mr. Waters of Hull, by contract. This gives the canal, now, a plant consisting of a dredge, tug, four dumping and two flat scows.

I have the honour to be, sir,

Your obedient servant,

FRED. A. WISE,

Superintending Engineer,

T. TRUDEAU, Esq.,

Acting Secretary, Dept. Railways and Canals.

APPENDIX No. II.

TRENT VALLEY CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

PETERBOROUGH, 30th November, 1892.

SIR,—I have the honour to submit the annual report on the works under my charge in connection with the Department of Railways and Canals, for the fiscal year ended 30th June, 1892.

The works in the district under my supervision are constructed for two purposes, namely, those erected for the benefit of navigation such as locks, dams, &c., and those erected to facilitate the descent of timber such as slides, booms, &c. The former are under the control of the Department of Railways and Canals, the latter under the Department of Public Works.

The works are situated along the River Trent between the Bay of Quinté and Balsam Lake—a distance of about 170 miles.

Owing to the immense country drained, and the country becoming cleared, and the lumbermen's dams (which formerly checked the flow) becoming abandoned, there is a liability, till some provision is made to counteract it, of the heavy spring freshets damaging the several structures along the route. Last spring the water was only an average height. Towards the end of last season, owing to the very dry weather and the water not being properly husbanded in the upper reservoirs (over which I have no control), the water fell much below the normal level, in fact much lower than it has been known before. The proper storage of the water in the upper reservoirs is every year becoming a more serious question to those interested in navigation and water power. As has been referred to in former reports some action will soon have to be taken to husband the water, now that so many of the lumbermen have ceased their operations in the north country, otherwise there is a liability of there being a scarcity of water any season, as was the case last year. The traffic on these waters keeps increasing. There are now twenty-five steamers on the stretch between Lakefield, Balsam Lake and Port Perry (102 miles), and six steamers on the stretch between Peterborough and Heely's Falls (55 miles).

The total number of lockages was 2,883, being an increase of 267 over last year.

The following is a brief description of the work done at the several stations during the past year.

Navigation closed 20th November, 1891, and opened 21st April, 1892.

Fenelon Falls.

The dam (340 feet in length) at this station, having been assumed as per agreement with the Smith estate, was repaired. It was almost wholly rebuilt, as it was found upon opening up, after the water was drawn off, that it was in a much worse condition than was anticipated. Two new sluice-ways were constructed on the north side to regulate the water passing into the flumes of the mills on that side of the river. A coffer dam, 600 feet in length, was constructed above to shut off the water, so that there was every facility for making a substantial work, which was done.

Bobcaygeon.

One new pair of lock gates were constructed and put in the lower entrance. A new steel swing bridge (deck) built by the Central Bridge Works, Peterborough, was substituted for the old wooden one. The pivot pier and the abutment on the west side were taken down and rebuilt in a substantial manner. The north end of

the east abutment was also rebuilt. Part of the old dam which obstructed the entrance to the dry dock was removed. The lock walls were pointed and the mitre-sills, which leaked badly underneath, were caulked.

Buckhorn.

Some minor repairs were done to the dam, sluices and stop-logs.

Peterborough.

The piers of the west sluice of the dam became undermined, and a part of the stone filling went out. These were repaired as was also the flooring, part of which was taken out.

Hastings.

The backing of the lock wall on the south side was taken down and rebuilt. The lock gates and lock office were given a coat of paint. The valves of the lower gates were repaired.

Heely's Falls.

The dam was strengthened in order to make it stand the spring freshet, and till the more extensive repairs (for which the appropriation has been made) were done.

New lock offices were built at Fenelon Falls, Buckhorn, Burleigh and Peterborough. A number of buoys were placed along the navigation channel at dangerous points.

I have the honour to be, sir,
Your obedient servant,

RICHARD B. ROGERS,

Superintending Engineer.

T. TRUDEAU, Esq.,
Acting Secretary, Dept. Railways and Canals,
Ottawa.

APPENDIX No. 12.

SAULT STE. MARIE CANAL.

OTTAWA, 6th December, 1892.

SIR,—I have the honour to report upon the progress of construction of the Sault Ste. Marie Canal, during the fiscal year ending 30th June, 1892, and to date.

SECTION No. 1.

This section commences at the navigable channel of the St. Mary's River, opposite the town of Sault Ste. Marie, and extends up the stream a distance of 5,300 feet, to the foot of St. Mary's Island.

The work which is under contract to Messrs. Hugh Ryan & Co., embraces the excavation of a channel 250 feet in width at the bottom, which is to be 18 feet 6 inches below the level of the lowest recorded water surface in St. Mary's River, at the foot of the rapids; also the construction of cribwork piers on each side of the channel, at the upper end of the section which adjoins the lock.

The contract originally provided for the construction of a timber beacon in 18 feet of water, but it was considered more desirable in the interests of navigation, to dispense with the beacon, and apply the sum which it would have cost to increasing the length of the north pier, and that has been done.

The item for excavation and dredging embraces all kinds of material to be removed, and has been found to range from sand, gravel and other easily excavated substances, to Potsdam sandstone, requiring drilling and blasting before it can be dredged.

The following quantities represent the work done to 30th June, 1892 :—

Excavation, dredging and deepening channel, cubic yards....	122,110
Timber in sides and ends of cribs, lineal feet.....	28,961
Timber for ties, stringers and bottoms, lineal feet.....	28,680
Binding pieces, lineal feet	1,902
Blocks under heads of ties, No	1,266
Wrought iron in bolts, lbs.....	17,024
Pine in superstructure, cubic feet.....	5,161
Ties in superstructure, lineal feet.....	7,588
Blocks in superstructure, each....	604
Stringers for top covering, lineal feet.....	1,940
3-inch pine plank for ditto, ft. B. M.....	28,224
Cap pieces 10 x 6, lineal feet.....	1,181
Mooring posts, No	8
Stone filling, cubic yards.....	7,134
Pressed spikes for top covering, lbs.....	1,507

Materials Delivered.

Iron bolts for cribwork, lbs.....	13,376
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Since the close of the fiscal year, here referred to, the contractors have completed the pier work as far as circumstances will at present admit of its being built, and the drilling, blasting and dredging has also been advanced to nearly the same stage.

At this date the work remaining to be done (excepting some cleaning up) lies at the extreme upper end of the section, in a distance of 600 feet, which is partly required for service ground in the construction of the lock on the adjoining section, and also forms the dam which excludes the river from the lock pit.

It is in contemplation to so reduce the remaining quantity of work on this section by the date of the completion of the lock on the adjoining section, that a safe channel for vessels can speedily be cut through the dam, and the excavation and cribwork completed without delaying the opening of the canal.

The following quantities represent the amount of work done at date of 30th November, 1892:—

Excavation, dredging and deepening channel, cubic yds..	128,109
Timber in sides and ends of cribs, lineal feet.....	50,197
Timber for ties, stringers and bottoms do	49,600
Binding pieces, lineal feet.....	3,834
Blocks under heads of ties, No.....	2,274
Wrought iron in bolts, lbs.....	33,919
Pine in superstructure, cubic feet.....	10,319
Ties do lineal do	14,654
Blocks do No.....	1,135
Stringers for top covering, lineal feet.....	3,900
3-inch pine plank for, lineal feet B. M.....	55,222
Cap pieces, 10x6 feet, lineal feet.....	2,319
Mooring posts, No.....	16
Stone filling, cubic yards.	13,077
Pressed spikes for top covering, lbs.....	2,361

SECTION No. 2.

This section commences at the foot of St. Mary's Island, and extends westward 3,500 feet to the head of the Island.

It is also under contract to Messrs. Hugh Ryan & Co., and embraces the excavation for the lock pit and prism of the canal, the masonry for the lock, also for a guard gate above the lock, and the construction of side walls, puddle trenches, &c.

The dimensions of the lock-chamber were originally intended to be 600 feet in length between the hollow quoins, 85 feet in extreme width, and a depth of $6\frac{1}{2}$ feet of water upon the mitre sills, at the lowest recorded water surface at the foot of the rapids; the upper gates to mitre above a breast wall, and the lock to be filled and emptied by means of culverts below the lock floor.

By an indenture bearing date of 13th June, 1891, the dimensions of the lock were enlarged to a chamber 650 feet in length between the hollow quoins, 100 feet in width, with gate openings of 60 feet, and 19 feet of water upon the mitre sills at the lowest recorded stage of water in the river at the foot of the rapids.

This design was worked to, until the spring of 1892, when, in consequence of a discussion in Parliament, during the session of 1891-92, the dimensions of the lock were, under the authority of an Order-in-Council dated 1st April, 1892, still further enlarged.

The lock as now being constructed, is 900 feet in length of chamber, from hollow quoin to hollow quoin, 60 feet in width of entrances and chamber throughout, and with 19 feet of water upon the mitre sills as before, the 19 feet which is from extreme low water, being equivalent to 20 feet so called, on the mitre sill of the new American lock at Sault Ste. Marie, which is taken from mean low water.

In consideration of the additional work involved in the changes last mentioned the time for the completion of the work under contract to Messrs. Hugh Ryan & Co. was further extended to 31st December, 1894.

And here it is proper to state that the filling culverts in the bottom of the lock, the gates, valves and operating machinery, were not included in Messrs. Hugh Ryan & Co's. contract, and was of necessity to be built, and placed, after the completion of their contract.

As regards the progress of the work at the close of the fiscal year ending 20th June, 1892, the excavation of the lock pit for the 900 feet lock, was near completion, and the delivery and preparation of materials for the lock, had progressed fairly as will be seen from the following statement of work done:—

Quantities.

1	Chopping, clearing and grubbing, acres.....	30
2	Earth excavation in side trenches, cubic yards.....	2,507
3	Rock do do do	74
4	Unwatering do do bulk sum.....	0.04
10	Earth excavation in prism of canal, cubic yards.....	57,600
11	Rock do do do	53,262
12	Unwatering do do bulk sum.....	0.35
17	Earth excavation in lock pit, cubic yards.....	37,081
17a	Additional earth excavation for lock chamber 100 feet wide, cubic yards.	2,934
17b	Additional earth excavation for lock chamber 60 feet wide, cubic yards.....	425
18	Rock excavation in lock pit, cubic yards.....	80,586
18a	Additional rock excavation from side of lock pit, c. yds.	8,385
18b	do do bottom do do ...	13,691
18c	do do culverts pits, cubic yards.....	12,443
18d	do do lengthening lock pit, cubic yds.	20,128
18e	do do lengthening culverts pits, c. yds	4,434
19	Unwatering lock pit, bulk sum.....	0.54
19a	Additional unwatering, bulk sum	0.58
19b	do for lengthened lock, bulk sum.....	0.20

Materials delivered.

Stone from Anderdon quarry (dressed) cubic yards.....	628
do do (rough) do	1,334
Rough Anderdon stone dressed at Sault Ste. Marie, cub. yds.	4,590
Stone from Manitoulin quarry (rough), cubic yards.....	7,752
Sand delivered cubic yards.....	3,771
Cement delivered, barrels.....	5,300
Pine timber delivered for mitre sill platform, culverts, c. ft.	7,146
Plank delivered for mitre sill platform, culverts, M. ft. B. M..	85,599
Oak timber delivered for mitre sill platform, culverts, c. ft.	2,007

Since the close of the past fiscal year, the lock pit excavation has been completed, the necessary concreting in the lock bottom has also been done, and the work of building the lock walls was commenced on the 15th September last.

On the 12th November the severity of the weather made it desirable to discontinue building. The quantity of masonry laid at date of 30th November, 1892, being 7,707 cubic yards, or about $\frac{1}{3}$ of the quantity of masonry in the lock.

During the past summer the friction in trade relations between Canada and the United States produced a widespread feeling in favour of completing the Sault Ste. Marie Canal at the earliest date possible, and to meet the general wish, arrangements were made with Messrs. Hugh Ryan & Co., who, by the use of additional plant, have undertaken to complete the work under contract to them in time to admit of the canal as a whole being completed by the 30th June, 1894.

The following statement represents the quantity of work done and materials delivered at date of 30th November, 1892:—

1	Chopping, clearing and grubbing, acres.....	30
2	Earth excavation in side trenches, cubic yards.....	2,507
3	Rock do do do	74
4	Unwatering, bulk sum.....	0.04
10	Earth excavation in prism of canal, cubic yards.....	58,728
11	Rock do do do	53,262
11a	Additional rock excavation, lowering prism, c. yards.	4,757
12	Unwatering prism of canal, bulk sum.....	0.35
12a	do do and contingencies, bulk sum.....	0.10
17	Earth excavation in lock pit, cubic yards.....	37,081

17a	Additional earth excavation for lock chamber 100 feet wide, cubic yards.....	2,946
17b	Additional earth excavation for lock chamber 60 feet wide, cubic yards.....	425
18	Rock excavation in lock pit, cubic yards.....	80,586
18a	Additional excavation from side of lock pit, cubic yards.....	8,705
18b	Additional excavation from bottom, cubic yards.....	14,622
18c	do do culvert pits, cubic yards.....	12,443
18d	do do lengthening lock pit, cub. yards.....	24,270
18e	Additional excavation from lengthening culvert pits, cubic yards.....	8,216
19	Unwatering lock pit, bulk sum.....	0.54
19a	Additional unwatering, bulk sum.....	0.60
19b	do do for lengthened lock, bulk sum.....	0.62
20	Concrete of Portland cement in bottom of lock, c. yds.....	3,768
20a	Additional concrete do do do	5,176
24	Drilling holes in rock for anchor bolts, lineal feet... ..	779
36	Masonry of lock walls, cubic yards.....	7,707
36a	Conditional consideration for expediting completion, bulk sum.....	0.03

Materials Delivered.

Stone from Anderdon quarry (dressed), cubic yards.....	628
do do (rough) do	1,444
Rough Anderdon stone, dressed at Sault Ste. Marie, cubic yards.....	8,044
Stone from Manitoulin quarry (rough), cubic yards.....	11,040
Sand, cubic yards.....	2,988
Portland cement, barrels.....	6,083
Canadian natural cement, barrels.....	3,417
Iron for anchor bolts, &c., for culverts, lbs.....	113,960
Pine for mitre sill, platform and culverts, cubic feet.....	11,291
Plank do do do B. M.	109,619
Oak timber do do do	2,387

SECTION No. 3.

This section extends westward from the head of St. Mary's Island, 9,300 feet, through shoals, until the navigation channel of the river above the rapids is again reached, at an elevation of 18 feet above the lower entrance to the lock.

The section is under contract to Messrs. Allan & Fleming, and embraces the excavation of the channel which is 250 feet in width, at the level of 18 feet below the lowest recorded surface of the river above the rapids. The construction of a beacon, and the construction of entrance piers.

The following quantities represent the work done at the date of 30th June last, when the beacon was completed:—

27	Excavation, dredging and deepening channel, &c., cub. yards	214,939
28	Timber for sides and ends of cribs, lineal feet.....	34,489
29	do ties, stringers and bottoms do	31,805
30	Binding pieces, lineal feet.....	2,292
31	Blocks under heads of ties, No.....	1,738
32	Wrought iron in bolts, lbs.....	16,548
33	Pine in superstructure, 12"×12", cubic feet.....	1,141
35	Blocks under heads of ties in superstructure, No.....	31
41	Stone filling, cubic yds.	5,996
43	Rock elm in sides of beacon, cubic feet.	6,959
44	Cross ties in beacon, lineal feet... ..	10,835

45	Blocks under heads of ties, No.....	426
46	Pine plank in binders for beacon, lineal feet.....	640
46½	One-half stone filling, cubic yds.	2,055
47	Sheeting, 5 inches thick, ft. B. M.....	16,972
48	Top covering, 3-inch pine plank, ft. B. M.....	6,799
49	Wrought iron in bolts, lbs.....	15,650
50	do straps, lbs.	5,984
51	Pressed spike.....	269
52	Framed structure.....	all bulk sum

Materials Delivered.

Rock elm beacon timber, lineal feet.....	2,500
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Since 30th June, the entrance piers at the east or lower end of the section, adjoining St. Mary's Island, have been completed as far as possible, the obstacle to their entire completion as originally designed, being the necessity for leaving a portion of the prism of the canal undisturbed, to serve as a dam, until the lock section is finished.

With the exception of the material forming the dam, and some cleaning up, the dredging on this section which is of the same character as that on section No. 1, will be completed in a few days, if severe frost does not close the river.

The following quantities represent the work done to 30th November, 1892:—

37	Excavating, dredging and deepening channel, &c., c. yds	228,228
28	Timber for sides and ends of cribs, lineal feet.....	38,313
29	Timber ties, stringers and bottom do	36,862
30	Binding pieces, lineal feet	3,574
31	Blocks under heads of ties, No.....	1,968
32	Wrought iron for bolts, lbs.....	26,254
33	Pine in superstructure, 12"×12", cubic feet.....	9,755
34	Pine for ties, superstructure, 10"×11", lineal feet.....	12,448
35	Blocks under head of ties in superstructure, No.....	1,012
36	Stringers for top covering, 7"×10", lineal feet.....	2,575
37	3" pine plank for top covering of piers, B. M.....	29,950
39	Cap pieces, 10"×6", lineal feet.....	609
40	Mooring posts, No.....	5
41	Stone filling, cubic yards.....	10,025
42	Pressed spike to secure top covering, lbs.....	758
43	Rock elm in sides of beacon, cubic feet.....	6,959
44	Cross ties in beacon, lineal feet.....	10,835
45	Blocks under heads of ties, No.....	426
46	Pine plank in binders, lineal feet.....	640
46½	Stone filling, cubic yds.....	2,055
47	Sheeting, 5" thick, ft. B. M.....	16,972
48	Top covering 3" pine plank, ft. B. M.....	6,799
49	Wrought iron in bolts, lbs.....	15,650
50	do straps, lbs.....	5,984
51	Pressed spike, lbs.....	269
52	Framed structure.....	all bulk sum.

Material delivered.

Rock elm beacon timber, lineal feet.....	2,500
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I have the honour to be, sir,

Your obedient servant,

W. G. THOMPSON,
Superintending Engineer.

APPENDIX No. 13.

ST. PETER'S CANAL.

ENGINEER'S OFFICE,

St. Peter's, 10th October, 1892.

SIR,—I have the honour to submit the following with reference to the St. Peter's Canal.

The work of reconstruction and repairing, which (owing to the inclemency of the weather) was closed down last December, was resumed again in April and has been vigorously prosecuted ever since. The removal of the old retaining wall, as well as the clay back of it, will be practically completed this month. A gang of men is now employed renewing and repairing the front tow-path wall, which could not be got at until the back retaining wall was removed. The west abutment of the swing bridge crossing the canal, which (owing to a defective foundation) has been gradually sliding towards the bridge, was pulled down and rebuilt, with an additional depth of 3 feet to the foundation, and it is now believed to be perfectly secure.

The swing bridge has been carefully overhauled, and all necessary repairs (including painting) made to it.

The warehouse, which was in a very dilapidated condition, was raised 2½ feet and thoroughly repaired, and a good stone foundation put to it.

Owing to the new slope back of the retaining wall having cut into the old road that ran along the top of the old slope, it became necessary to rebuild a part of this road further back from the edge, and as the Government had not sufficient land to admit of this being done, I acquired by instructions from the department the necessary quantity; a good road was built, and the old fence, which was badly in need of repairs, was torn down and a good substantial wire fence with cedar posts was substituted to include the new piece of land acquired.

The lock house was repainted inside and out, and some minor repairs made to it.

The contractor for the new wharf at the southern entrance to this canal completed his work to my satisfaction, and the wharf which was much needed is now being extensively used.

The under-water portion of the canal, which I had carefully examined by an experienced diver, was found to be badly worm-eaten, and it will be necessary in the near future to have the lock pumped out, and the flooring, mitre sills, gates, &c., repaired. I shall, however, report fully in detail on this matter later on, giving the necessary estimate of the cost of making the repairs, &c.

Navigation through this canal only closed on the 20th of January, and opened again on the 1st of April last.

I have the honour to be, sir,

Your obedient servant,

WM. McCARTHY,

Resident Engineer.

T. TRUDEAU, Esq.,

Acting Secretary, Department of Railways and Canals,
Ottawa.

APPENDIX No. 14.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES—A.

FROM STRAITS OF BELLE-ISLE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR, BY WATER.

From.	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate.	Total to Straits of Belle-Isle.
Straits of Belle-Isle.....	Cap Whittle.....	Gulf of St. Lawrence.....	240	240
Cape Whittle.....	West Point, Anticosti.....	do.....	201	441
West Point, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	do.....	6	649
Rimouski.....	Bic.....	do.....	12	661
Bic.....	Isle Verte.....	do.....	39	700
Isle Verte (opp. Saguenay).....	Quebec.....	do.....	126	826
Quebec.....	Three Rivers.....	do to Tide-water.....	74	900
Three Rivers.....	Montreal.....	do.....	86	986
Montreal.....	Lachine.....	Lachine Canal.....	84	994½
Lachine.....	Beauharnois.....	Lake St. Louis.....	15½	1,009½
Beauharnois.....	Ste. Cécile.....	Beauharnois Canal.....	11½	1,021
Ste. Cécile.....	Cornwall.....	Lake St. Louis.....	32½	1,053½
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11½	1,065½
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070½
Farran's Point.....	Upper end of Croyle's Island.....	Farran's Point.....	3	1,071
Upper end of Croyle's Island.....	Williamsburg or Morrisburg.....	River St. Lawrence.....	10½	1,081½
Williamsburg.....	Rapide Plat.....	Rapide Plat Canal.....	4	1,085½
Rapide Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4½	1,090
Point Iroquois Village.....	Upper end Presqu'Isle.....	Point Iroquois Canal.....	3	1,093
Presqu'Isle.....	Point Cardinal, Edwardsburg.....	Junction Canal.....	2½	1,095½
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097½
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7½	1,105
Prescott.....	Kingston.....	do.....	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	26½	1,360½
Port Colborne.....	Amherstburg.....	Lake Erie.....	282	1,542½
Amherstburg.....	Windsor.....	River Detroit.....	18	1,610
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,635
Foot of St. Mary's Island.....	Sarnia.....	River St. Clair.....	33	1,668
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,938
Foot of St. Joseph's Island.....	Foot of Sault Ste. Marie.....	River St. Mary.....	47	1,985
Sault Ste. Marie.....	Head of Sault Ste. Marie.....	Sault Ste. Marie Canal.....	1	1,986
Head of Sault Ste. Marie.....	Pointe aux Pins.....	River St. Mary.....	7	1,993
Pointe aux Pins.....	Port Arthur.....	Lake Superior.....	266	2,259
Port Arthur to Lake Shebandowan.....			45	
Lake Shebandowan to North-West Angle.....			312	
North-West Angle to Winnipeg.....			95	
Pointe aux Pins to Duluth.....			390	

Of the 2,259½ miles from the Straits of Belle-Isle to the head of Lake Superior, 71 miles are artificial navigation, and 2,188½ open navigation.

Straits of Belle-Isle to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steam-boat voyage from Collingwood to Port Arthur is 532 miles.

APPENDIX No. 15.

TABLE of distances of Stations between the Cities of Ottawa and Kingston.

No. of Stations.	Name of Station.	Distances from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each Station in miles.
			No.	Lift at Low Water.	No.	Length.	Heigh.	
				Rise. Ft. in.		Feet.	Feet.	
1	Ottawa	0	8	82 0	3	<div>230 1,320 1,616</div>	<div>13 33 14</div>	4 00
2	Hartwell's	4½	2	22 0		100	28	
3	Hogsback	5½	2	13 6	1	320	60	
4	Black Rapids	9½	1	10 0	1	300	12	0 13
5	Long Island	14½	3	27 0	3	850	68	0 13
6	Burritt's	40½	1	10 6	1	240	14	1 50
7	Nicholson's	43½	1	15 2	1	500	9	0 50
8	Clowes	44½	1	10 0	1	481	16	0 05
9	Merrickville	46½	3	25 0	1	150	6	0 33
10	Maitland	55	1	4 9	1	270	8	0 13
11	Edmunda	59½	1	10 10	1	343	8	0 06
12	Old Sly's	60½	2	15 6	1	250	20	0 25
13	Smith's Falls	61½	4	33 9	2	600	24	0 13
14	First Rapids or Poonamalie	64	1	7 9	1	260	5	1 25
15	Narrow	83½	1	4 0	1	600	9	0 06
Total rise at low water				292 3				
				Fall.				
16	Isthmus	87½	1	4 0				1 25
17	Chaffey's	92	1	12 6				0 13
18	Davis	94½	1	9 0	1	300	15	0 06
19	Jones' Falls	97½	4	60 0	1	300	60	0 25
20	Brewer's Upper Mills	108½	2	19 0	1	200	20	1 75
21	do Lower Mills	110	1	14 2	1	200	12	4 25
22	Kingston Mills	120½	4	46 8	1	6,042	14	0 25
23	Kingston	126½						
Total fall at low water				165 4				
Total			47		24	15,472		16 46

APPENDIX No. 16

TABLE showing the dates of the closing of the Canals in the Autumn of 1891 and of the opening in the Spring of 1892.

Canals.	Closing.	Opening.
Lachine Canal.	30th November, 1891.	1st May, 1892.
Beauharnois Canal.	1st December, 1891.	30th April, 1892.
Cornwall Canal.	5th do 1891.	1st May, 1892.
Ste. Anne's Lock and Dam.	26th November, 1891.	29th April, 1892.
Carillon Canal.	28th do 1891.	30th April, 1892.
Grenville Canal.	28th do 1891.	30th April, 1892.
Culbute Lock and Dam.		
Rideau. { Kingston Mills.	30th November, 1891.	1st May, 1892.
{ Ottawa.	28th do 1891.	2nd May, 1892.
St. Ours Lock.	30th do 1891.	11th April, 1892.
Chambly Canal.	30th do 1891.	2nd May, 1892.
Williamsburg Canal.	12th December, 1891.	25th April, 1892.
Welland Canal.	17th November, 1891.	19th April, 1892.
Erie Canal (New York).	5th December, 1891.	1st May, 1892.
St. Peter's Canal (Cape Breton).	20th January, 1892.	1st April, 1892.
Trent Canal Works.	20th November, 1891.	21st April, 1892.
Murray Canal.	16th December, 1891.	5th April, 1892.

APPENDIX No. 17

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1892.

1. SUBSIDIZED RAILWAYS.

No. of Contracts.	Name of Contract.	Date of Signature.	General Description.
10938	St. Stephen and Milltown Railway Co.	Not signed, 1891.	From St. Stephens to Milltown.
10990	Winnipeg and Hudson Bay Railway Co.	18th Sept., 1891.	From C. P. Ry., to Hudson Bay (subsidy in land).
11012	Montreal and Ottawa Railway Co.	Not signed, 1891.	From end of the 30th mile (subsidized by 50-51 Vic., c. 24, under contract 9660) 30 miles towards Ottawa.
11023	Témiscouata Railway Co.	20th Oct., 1891.	From west end of contract No. 9666 at Clair's siding to Connor's Station, St. Francis branch.
11071	Orford Mountain Railway Co.	16th Dec., 1891.	From Eastman to Kingsbury.
11237	do do	10th Sept., 1892.	From Lawrenceville to Kingsbury.
11274	Quebec and Lake St. John Railway Co.	17th Oct., 1892.	From 30th to 50th mile, Chicoutimi branch 20 miles and to complete first 30 miles, and 4 miles towards Roberval.
11294	Tobique Valley Railway Co.	27th Sept., 1892.	From end of the 14 miles already built near Trout Brook, for 14 miles to Plaister Rock Island.
11304	Woodstock and Centreville Railway Co.	16th Sept., 1892.	From Woodstock to Centreville, 20 miles; thence 6 miles to United States boundary.
11326	Thousand Islands Railway Co.	Not signed.	From Gananoque Junction, on company's line, to a point connecting with Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or waters of Rideau Canal and an extension across mouth of Gananoque river.
11327	Ontario, Belmont and Northern Railway Co.	Not signed.	From Belmont iron mines to Junction, in Hastings, of Central Ontario Railway and Canadian Pacific Railway.
11328	Ottawa, Arnprior and Parry Sound Railway Co.	29th Sept., 1892.	From Renfrew to Eganville, 22 miles, Eganville to Barry's Bay, 30 miles.
11342	do do	Not signed.	From Barry's Bay towards the Northern Pacific Junction Railway.

2. CAPE BRETON RAILWAY.

10983	J. Harris & Co.	2nd Sept., 1891.	2 Russell snow-ploughs.
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3. OXFORD AND NEW GLASGOW RAILWAY.

10985	J. Harris & Co.	2nd Sept., 1891.	2 Russell snow-ploughs.
11064	J. K. McDonald.	5th Oct., 1891.	Construct a water supply at Pugwash Junction.

4. INTERCOLONIAL RAILWAY.

10961	Jas Brown.	3rd Aug., 1891.	Passenger station and freight shed, Kent Junction.
10962	Corporation, town of Antigonish.	4th do	Supply water for engines, &c., Antigonish.
10984	J. Harris & Co.	2nd Sept., 1891.	Two Russell snow-ploughs.
10986	A. J. Grant & Co.	14th July, 1891.	Passenger coach oil.
10987	Bushnell Co. (Limited).	14th do	Petroleum, dynamo oil and spindle oil.

APPENDIX No. 17.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1892—*Continued.*4. INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
10988	M. Lodge	14th July, 1891	Petroleum, passenger coach oil and engine oil.
10989	Rhodes, Curry & Co.	26th Aug., 1891	Brick building at Moncton.
10996	Imperial Oil Co.	14th July, 1891	Freight car axle oil.
10997	J. R. Hutchins.	14th do	Signal oil, cylinder oil and engine oil.
11029	Grant & McIntosh	9th Sept., 1891	Station and shed at New Glasgow.
11030	A. Myles	22nd do	Waiting-room for hackmen, St. John, N.B.
11031	A. Laberge	23rd do	Snow shed, east of Little Metis station.
11032	W. D. McCurdy	28th do	Addition to Charlo station.
11053	Paul Roy	28th do	do to Sayabec do
11057	Canadian Locomotive and Engine Co. (Limited)	30th do	Four ten-wheeled locomotives.
11062	Northern & Western Ry. Co	20th Aug., 1893	Building a railway from St. Mary's to I. C. Railway, thence to Beaubear's Point.
11077	Jas. Brown	3rd Dec., 1891	Oil warehouse at Moncton.
11089	Ed. Foran	1st do	Loading sugar at Richmond and Halifax.
11123	W. & A. Moir	15th Jan., 1892	Iron stair at North street station, Halifax.
11124	Barrow Hematite Steel Co. (Limited)	17th Feb., 1891	Steel rails.
11125	do do	17th do	do
11126	do do	17th do	do
11136	G. McLeod	26th Jan., 1892	750 farm gates.
11148	Dominion Bridge Co. (Ltd)	26th Feb., 1892	Steel foot bridge, Truro station yard.
11151	J. C. Calhoun	19th do	Fencing.
11152	E. Crossman	20th do	do
11153	J. Lewis	19th do	do
11154	F. Bellavance & Co.	20th do	do
11160	J. Kelly	20th do	do
11175	P. Doucet	19th do	do
11194	King Bros	26th Dec., 1891	Fence posts.
11195	King Brothers	26th Dec., 1891	Cedar ties.
11196	F. C. Dubé	do	do
11227	St. Lawrence Steam Navigation Co.	30th April, 1892	Mail, &c., between I.C.R., at Rimouski wharf and British Mail Steamers.
11228	D. Hallisay	19th Feb., do	Fencing.
11229	Dominion Bridge Co., Limt'd	2nd May, do	Girder Bridge, Barney's River at Dwear's Mills.
11247	W. Starkay	13th June, do	Transfer lifting bridges, Point Tupper.
11264	Truro Foundry and Machine Co.	20th do do	Hoisting machinery for do
11265	Gray & McManus	20th do do	Excavation for ferry do
11266	Acadia Coal Co.	20th do do	Supply coal.
11271	Canada Coal Co.	20th do do	do
11272	Bay of Fundy Coal and Railway Co.	20th do do	do
11273	A. Lemieux	18th July, do	Transshipping goods at Chaudière Junction.
11275	Gardner Coal Co.	20th June, do	Supply coal.
11281	McDonald & Moffatt	27th July, do	1 car barge.
11282	do	18th do do	Excavation and cribwork, Mulgrave.
11283	J. Harris & Co., Limited	3rd June, do	Car wheels.
11291	P. S. McManus	1st August, do	Box culvert, Robinson's Meadow, near Brockville station.
11292	do	do do	Grading at Eureka Junction.
11296	A. J. Grant & Co.	22nd July, do	Oil for 1892.
11297	J. R. Hutchins.	do do	Dynamo oil.
11298	Eastern Oil Co.	do do	Passenger coach oil.
11299	J. & S. C. Drury	3rd August, do	Freight shed at deep water terminus, St. John
11300	A. Holden	22nd July, do	Cylinder oil.
11303	J. McIntosh	12th Aug., do	Station and shed at Eureka Junction.
11304	General Mining Association	20th June, do	Coal supply.
11308	Imperial Oil Co.	22nd July, do	Axle oil, &c.
11315	S. O'Donoghue	26th Aug., do	Cribwork, Point Tupper.
11330	Smith & Crow	9th Sept., do	Freight shed, Orangedale station.
11339	Jas. Brown	17th do do	do deep water terminus, St. John.
11340	do	17th do do	do Newcastle, N.B.

APPENDIX No. 17.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1892—*Continued.*

5. PRINCE EDWARD ISLAND RAILWAY.

No of Contract.	Name of Contractor.	Date of Signature.	General Description.
11103	N. Boulter	14th Jan., 1892	Sleepers.
11104	D. McKenzie	12th do	do
11105	A. McKinnon	12th do	Cedar posts, 3 sleepers, &c.
11106	R. Ellis, jr.	12th do	do do
11107	W. Taylor	13th do	Sleepers, &c.
11108	J. R. Larkins	13th do	Timber and sleepers.
11109	S. E. Gallant	12th do	Sleepers.
11110	O. Haywood	12th do	do
11111	J. T. Windsor	13th do	do
11199	Glance Bay Mining Co.	22nd April, 1892	Coal for engines.
11202	Patent Nut and Bolt Co., Limited	9th May, 1892	Iron bolts and nuts.
11344	S. Grey	16th Sept., 1882	License to sell newspapers, &c., on trains.

6. RIDEAU CANAL.

11050	F. Toms	24th Oct., 1891	Works at Hogsback Station.
11078	T. McLaughlin	30th Dec., 1891	Deepen basin and make ship, Ottawa.
11088	P. G. Waters	8th Jan., 1892	Dumping scows and flat scow.
11161	J. O'Toole	28th March, 1892	Change site of swing bridge, Merrickville.
11252	Canadian Bridge and Iron Co	25th July, 1892	Bridges at Merrickville.

7. SAULT STE. MARIE CANAL.

11174	Hugh Ryan & Co.	5th April, 1892	Changes lock 900 feet long.
11193	do	18th May, 1892	Dispense with beacon, add 390 feet to pier.

8. SOULANGES CANAL.

11165	Geo. Goodwin	11th May, 1892	Form section 11, Coteau du Lac.
11178	D. O'Brien & Son	8th April, 1892	do 12 do
11278	R. Macdonald	24th Sept., 1892	do 13, Coteau Landing.
11331	Arch. Stewart	24th do	do 1 and 2, Cascades entrance.

9. TRENT VALLEY CANAL.

11203	Wm. H. Law	30th April, 1892	Swing bridge, Bobcaygeon.
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10. WELLAND CANAL.

11063	Wm. Hutchinson	1st Dec., 1891	Float bridge near Dunnville.
11277	Arch. McDonald	18th Sept., 1892	Culvert at Stromness.

APPENDIX

GENERAL STATE

1st. WATER POWER and other Public Property leased by the Department

Date of Signature.	Term of Lease.	Lessees.	Property leased.	Area of Property leased.
<i>Carillon Canal.</i>				
Oct. 17, '92	Pleasure of the Government.	Ottawa Transportation Co. Line.	Lot at lower entrance of canal.	50' x 25'.
<i>Lachine Canal.</i>				
Dec. 2, '91	Pleasure of the Government.	D. Parizeau.	Lots 13, 14, east of St. Gabriel basin No. 3.	14,967' 16,912'
Dec. 29, '91	do	R. Ready.	Lot 17, do	16,912'
Oct. 1, '91	do	Standard Agency Co.	Lots 7, 8, 9, S.E. of Wellington basin.	
Nov. 20, '91	Winter 1891-92	R. Latimer.	Space in shed No. 4, St. Gabriel.	80 feet.
May 17, '92	Pleasure of the Government.	P. McCrory.	Lot 20, W. of St. Gabriel basin No. 2.	16,912'
March 9, '92	do	End, Trihey & Co.	Lots 1, 2, do do do	19,046'
July 21, '92	do	Dominion Wadding Co.	Water thermometer, 9" pipe, to factory at Ste. Cunégonde.	
<i>Welland Canal.</i>				
Oct. 22, '91	Pleasure of the Government.	H. J. Gonder.	Pt. lot 26 in 5th con., Crowland, town of Welland, North of Main St., and west of Canal.	0'18 acres.
	'91 21 years only.	W. Martin.	Lot on west bank of Grand River, Port Maitland.	0'50 acres.
Sept. 22, '91	Pleasure of the Government.	D. Dittrick.	Pts. lots 16, 17, in 6th con., Grantham.	0'75 acres.
Oct. 3, '91	do	T. F. Brown & Bros.	Water from Welland, Raceway for mill on their land.	
Oct. 3, '91	do	W. H. Crow.	Pt. lot 26 in 5th con., Crowland, near north Main St., town of Welland.	0'79 acres.
July 15, '92	10 years only.	Capt. N. J. Wigle.	Lot at St. Catharines, near old lock No. 2.	0'30 acres.
	'92 Pleasure of the Government.	Lake Erie Glass Work Co.	Lot at Port Colborne do do	1'69 acres.
<i>Rideau Canal.</i>				
	'92 Pleasure of the Government.	Ag't of Wyoming Park.	Pt. lot K, con. C., Nepean, near swing bridge.	0'71 acres.
May 18, '92	do	T. H. Hughes.	Pt. lot 17, in 8th con., S. Crosby, at Chaffy's lock.	3 rods, 18 per.
Oct. 1, '92	do	R. C. Lampman.	Pt. lot 35, subd. 5, con. B, Nepean.	
	do	North American Telegraph Co.	Place poles and wires, along canal, Ottawa to Kingston.	
<i>Intercolonial Railway.</i>				
	'91 Pleasure of the Government.	Minister of Fisheries.	Wharf lot at deep water terminus, Halifax.	
Mar. 28, '92	Terminate on 6 months' notice.	Grand Trunk Ry. Co.	Exchange Passenger traffic, Lévis Station.	
Mar. 9, '92	5 years.	Executors of Jas. Hunter (to Government).	Ground floor on lot 132, Hollis Street, Halifax.	32' x 35'
Aug. 17, '92	1 year.	Canada R'y News Co.	Sell newspapers on all trains.	

No. 18.

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1892.

For what Purpose used.	Amount of Water Power leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment	When due each year.	When first instalment was due.	
			\$ cts.	\$ cts.			
Stabling room.....		Jan. 1, '92	3 00	3 00	Jan. 1....	Jan. 1, '92	In advance.
Storing lumber.....		June 8, '91	412 33	412 33	June 8....	June 8, '91 & on deliv'ry	do
do		do	169 12	169 12	do	do	do
do		May 1, '91	600 00	600 00	May 1....	On deliv'ry of lease.	do
Storing salt.....		Dec. 1, '91	10 00	10 00	.....	do	do
Storing coal.....		May 1, '92	169 12	169 12	May 1....	do	do
Storing lumber.....		Jan. 1, '91	380 92	380 92	Jan. 1....	Jan. 1, '91	do
Fire protection.. 9" pipe...		July 1, '92	10 00	10 00	July 1....	July 1, '92	do
Storehouse.....		Nov. 21, '87	25 00	25 00	Nov. 21...	On delivery of lease.	do
Club house and wharf.....		April 1, '91	50 00	50 00	April 1....	do	do
Wood and coal yard.....		Sept. 1, '91	10 00	10 00	Sept. 1....	do	do
Grist-mill..... 40 horse power.		do	240 00	240 00	do ,...	do	In advance, also \$6 per h. p. for 20 h. p. if req. hereafter.
Piling lumber.....		July 1, '88	50 00	50 00	July 1....	do	do
Wharf, &c.....		July 1, '92	15 00	15 00	do	do	do
Glass factory.....		Aug. 1, '92	50 00	50 00	Aug. 1....	do	do
Boat house and park.....		Dec. 1, '91	10 00	10 00	Dec. 1....	do	do
Grist-mill.....	Surplus water to pass thro'	July 1, '91	5 00	5 00	July 1....	do	do (cancels 7,816).
.....		Jan. 1, '92	2 00	1 00	Jan. 1....	do	do (cancels 9,919).
Telegraph		Aug. 1, '92	1 00	1 00	Aug. 1....	Aug. 1, '92	
Wharfage.....		Sept. 1, '91	100 00	100 00	Sept. 1... ..	Sept. 1, '91	do
.....			Rates	.....	Monthly..	do	
I.C.Ry.		May 1, '92	400 00	100 00	Aug. Nov. Feb. May	Aug. 1, '92	
.....		Aug. 1, '92	2,500 00	208 34	Monthly..	do	do

2ND. PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1892.

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c.		Area of Land.	Amount paid.	Remarks.
		Lot.	District, &c.			
Nov. 2, 1891.	Geo. McLaughlin.		<i>Annapolis and Digby Railway.</i>	Acres.	\$ cts.	
do 2, 1891.	Trustees Methodist Church	Damage by bridge	abutting on St. George street,			
do 2, 1891.	Rev. J. J. Ritchie.	do	Annapolis	Annapolis	557 20	
do 2, 1891.	Annie R. McKay	do	do	do	933 33	
do 2, 1891.	Wm. Malcolm.	do	do	do	1,815 56	
April 15, 1892.	E. B. Gavazza, <i>et al.</i>	do	do	do	780 20	
do 15, 1890.	J. R. Hunt.	22	do	do	1,807 00	
Nov. 13, 1889.	B. Taylor.	20	do	Digby.	732 09	
July 14, 1890.	F. J. Winchester (guardian)	25	do	do	25 00	
May 1, 1890.	W. F. Turnbull.	lot 5 & water lot	Block S.	do	0 39	
Dec. 19, 1889.	G. Starking, <i>et al.</i>	8	do	do	0 31	
do 23, 1889.	J. Woodman, <i>et al.</i>	12	do	do	{ 0 72 }	
do 23, 1889.	T. Woodman.	10	do	do	1 84	
Nov. 25, 1889.	A. F. Randolph to heirs		do	do	2 36	
Dec. 24, 1889.	J. Raymond.	Pt lot	(Release of mortgage).	do	1 97	
do 18, 1889.	E. A. Dakin.	Pt. 4	Block T.	do	1 41	
do 23, 1889.	E. G. Woodman.	Pt. 7	do	do	0 36	
do 24, 1889.	J. F. Raymond.	Pt. 11 & 11	do	do	0 69	
do 23, 1889.	Wm. Mumford.	Pt. 9	do	do	0 66	
do 9, 1889.	C. Winchester.	Pt. 6	Land S. E. of railway.	do	4 00	
		Pt. 24	Smith's Cove.	do	0 36	
			<i>Beauharnois Canal.</i>	do	3 49	
Oct. 28, 1891.	F. Poirier, fils.	181	St. Timothée, bridge.	do	200 00	
Nov. 6, 1891.	A. Mercier.	20	do fences, ditches, dis- charges and bridge.	do	773 75	
do 28, 1891.	Jos. Auger.	379	St. Clément, fences and ditches.	do	6 69	

Cornwall Canal.										
Dec. 23, 1891.	G. E. Robertson.	22	1st Can., Tr. Cornwall.	Stormont.	2 87	Release damages.	287 00	Release damages.		
March 8, 1892.	W. J. & H. Wood.	W. J. 13	do	do	1 32	Land.	560 53	Land.		
do	W. J. Wood.	K. J. 13	do	do	0 58		259 47			
Sept. 26, 1892.	G. E. Robertson.	S. pt W. J. 16	do	do	2 41	Release.	241 00	Release.		
Oct. 1, 1892.	W. W. Robertson.	E. J. 16W. J. 15	do	do	3 54	do	354 00	do		
Cape Breton Railway.										
Nov. 10, 1891.	W. F. McCurdy et al.	164, 165, 168, 169	Jamesville and Grand Narrows.	Victoria.	4 09 2 06 3 24 3 15	Gypsum.	1,279 50	Gypsum.		
Aug. 10, 1891.	H. N. Paint.	Release to him	of judgment by Wm. Stairs for	of judgment by Wm. Stairs for	275 30		275 30			
do 6, 1891.	do	do	do C. H. Harvey.	do \$1, debt of costs.	1,846 30		1,846 30			
Carillon & Grenville Canals.										
May 25, 1892.	do	A. F. G.) 2a, 2b, 2c) 4, 5, 2c) 2d) 3a, 4b) 3) 11) 13) 15) 17) 18) 18) 18d) 18) 19) 18a) 18b) 108) Road) Orangedale) 108)	Town plot, Guernsey, Pt. Tupper, Richmond	do	0 07 0 28 0 094 1 01 1 82 0 36 0 42 0 39 0 30 0 23 0 34 0 18 0 10 0 053 3 40 0 66 0 41 0 41 1 77 0 03			9,223 50		
July 13, 1890.	Julia McNeil et al.	108	do (60 feet wide)	Inverness	20 30	Indemnity bond	20 30	Indemnity bond		
Intercolonial Railway.										
Oct. 19, 1891.	Geo. Goodwin.	W J 13	Interest on amounts awarded.	Interest on amounts awarded.	34,571 64	Damages.	34,571 64	Damages.		
Feb. 20, 1891.	H. Hughes et al.	do	1st Can., East Hawkesbury	1st Can., East Hawkesbury	15 00		15 00			
Oct. 6, 1891.	New Glasgow Iron, Coal and Railway Co.	do	1,300 tons rails sold to Company	1,300 tons rails sold to Company	26,000 00	Bond of G. Fraser et al.	26,000 00	Bond of G. Fraser et al.		
Jan. 25, 1892.	J. Harris & Co. (Limited)	do	Land, &c., St. John, N.B.	Land, &c., St. John, N.B.	196,000 00		196,000 00			
March 21, 1892.	do	do	do (confirmatory deed).	do (confirmatory deed).	1,500 00		1,500 00			
June 28, 1892.	Hon. P. Mitchell	Use of lot	Newcastle.	Miramichi.	40,000 00		40,000 00			
Not dated.	Govt. to City of St. John, N.B., and C.P.R. Co.	Carleton, City of	St. John Branch Railroad							

<i>Canadian Pacific Railway.</i>									
Oct. 13, 1891	Wm. Clarke	72	St. Paul, O. Q. M.	Northern Ext'n.	0.99	10 00	Reserve of right of way.		
April 17, 1878	F. B. Derosier	65	do	do	71.92	20 00			
Oct. 30, 1891	A. C. Garrioch	NE 1/4 1	Tp. 9, r. 3 E.	Pembina Branch.	4.00	29 10	Right of way reserved.		
Sept. 3, 1891	Alliance Trust Co. (Limited)	NE 1/4 16	Tp. 3, r. 3 E.	do	5.42				
Jan. 25, 1886	J. Fulcher & J. H. Harper	66	St. Paul, O. Q. M.	Northern Ext'n.	56.00				
March 28, 1892	H. W. B. Smith	NE 1/4 12	Tp. 7, r. 3 E.	Pembina Branch.	4.00	30 00			
June 17, 1892	Mary & M. Kelly	SE 1/4 13	Tp. 6, r. 3 E.	do	2.00	32 75			
Not dated	Aikens, Culver & Co.	NE 1/4 27	Tp. 3, r. 3 E.	do	13.35	66 75	Right of way reserved in patent.		
Oct. 24, 1889	Agnes Schultz	NE 1/4 39	St. John	East of Selkirk.	90.00		do		
March 18, 1891	A. A. V. Andrews, adm'r	39	do	do	24.00				
<i>Trent Valley Canal.</i>									
Oct. 3, 1891	Executors of R. C. Smith.	171	Fenelon Falls Village.	Victoria	2.09	26,000.00	Release.		
Dec. 10, 1891	P. Duffy	15	8th c. Emily	Peterborough		93 00	do		
Oct. 18, 1891	E. F. & W. R. McCracken	29, 31	4th c. Dummer	Victoria		100 00	do		
Feb. 1, 1892	D. Morrissey	18	10th c. Emily	Victoria		120 00	Damages.		
Feb. 1, 1892	P. O'Leary	16	8th and 9th c. Emily	do		70 00	do		
do 22, 1892	R. Weir	18, 19	8th c. Emily	do		80 00	do		
March 12, 1892	M. Lowes	17	7th and 8th c. Emily	do		80 00	do		
do 19, 1892	R. Perdue	20	12th c. Emily	do		20 00	do		
do 19, 1892	J. T. Flaherty	22	10th c. do	do		40 00	do		
do 16, 1892	N. Nichols	2	10th c. Verulam	do		20 00	do		
do 21, 1892	C. Armstrong	Raceway on lot 9	8th c. Sidney	Hastings		1,000 00	Damages.		
do 19, 1892	H. Fitzgerald	20	11th c. Emily	Victoria		80 00	do		
do 12, 1892	D. Travis	23	10th c. do	do		60 00	do		
do 24, 1892	M. & M. Gannon	7, 8	10th c. Ennismore	Peterboro'		40 00	do		
April 5, 1892	M. P. Cadigan	5 and 4	10th c. do	do		30 00	do		
do 20, 1892	W. Hennessey	19	11th c. Emily	Victoria		40 00	do		
June 8, 1892	W. Franks	22	10th and 11th c. Emily	do		150 00	do		
do 29, 1892	J. T. Flaherty	22	do	do		100 00	do		
<i>Welland Canal.</i>									
Oct. 31, 1891	P. Caffrey et al.	13, 14	7th c. Grantham	Lincoln		310 00	Damage by hydraulic race.		
Dec. 2, 1891	J. Gilleland	15	5th c. do	St. Catharines		1,100 00	Bridge.		
do 12, 1891	B. Flynn	26	Crowland	Welland Raceway		30 00	Deed.		
do 31, 1891	Corporation of Dunnville	Roads, &c.	Dunnville	Haldimand		2,457 00	Release damages.		
do 21, 1891	W. Hutchinson	Pers. property	do	do		290 00	do		
Jan. 25, 1892	L. B. Ford et al.	6	N. of Canal St. E., Dunnville	do		275 00	do		
do 19, 1892	Port Robinson Dry Dock	Re-entry by Gov. lot 283	Thorold, Port Robinson	Welland			Release damages.		
do 30, 1892	W. Walther	Mill, &c.	Byng, Tp. Dunn	Haldimand		225 00	do		
Feb. 2, 1892	M. A. Smith	Lumber.	Moulton	do		84 00	do		
	Jas. Ferguson								

2ND. PROPERTY purchased, or damaged, &c.—Continued.

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c.			Area of Land.	Amount paid.	Remarks.
		Lot.	District, &c.	County.			
Welland Canal—Continued.							
Feb. 3, 1892.	J. Norris.	9, 10, 21	Canal St. E., Dunnville.	Haldimand.	70 00	Release damages.	
March 14, 1892.	J. Hewitt.	37	N. Canal St. E. do	do	75 00	do	
Feb. 19, 1892.	J. T. Johnson.	Cordwood.	Dunnville.	do	100 00	do	
April 8, 1892.	Executor Wm. Holmes.	16	Canal St., E. Dunnville.	do	156 00	do	
March 5, 1892.	J. Wade <i>et al.</i>	27, 28	5th and 6th c. Growland.	do	200 00	Dam'ge by hydraulic race.	
April 2, 1892.	Hon. L. McCallum <i>et al.</i>	7, 8	W. Ouse St., Cayuga.	do	50 00	do	
do 26, 1892.	Executor A. McIndoe <i>et al.</i>	20	Lock St., Dunnville.	do	80 00	Release damages.	
do 28, 1892.	J. G. Winslow.	4	Broad St., Dunnville.	do	100 00	do	
do 28, 1892.	J. Taylor.	(Groceries, &c.	Dunnville.	do	40 00	do	
do 27, 1892.	R. May.	5	Lock St., Dunnville.	do	105 00	do	
do 28, 1892.	W. B. Johnson.	(Groceries, &c.	Dunnville.	do	60 00	do	
May 11, 1892.	J. C. Harris <i>et al.</i>	Hay.	do	do	215 00	do	
do 11, 1892.	C. Leaney.	Goods, &c.	do	do	135 00	do	
do 6, 1892.	Emma Darling.	6, 7	Lock St., Dunnville.	do	60 00	do	
do 14, 1892.	R. Morrison.	36	Canal St. E., Dunnville.	do	95 00	do	
June 15, 1892.	Executor J. Aikens.	7	do do	do	20 00	do	
do 15, 1892.	Executrix W. J. Aikens.	5	do do	do	255 00	do	
do 23, 1892.	H. Penny.	9, 10	do do	do	110 00	do	
do 30, 1892.	Executrix W. Kennedy.	40	Broad St. E. do	do	40 00	do	
do 27, 1892.	J. R. Brown.	D	Canal St. E. do	do	125 00	do	
do 16, 1892.	Admtx. H. T. Johnson.	14	Lock St. do	do	40 00	do	
do 16, 1892.	M. L. Johnson.	8	Broad St. do	do	200 00	do	
do 28, 1892.	Adm. W. Ward <i>et al.</i>	24, 25, 26	Front St. do	do	112 00	do	
July 8, 1892.	Administrator Geo. Sime.	A lot	Canal St. E. do	do	500 00	do	
do 5, 1892.	Admtx. D. McDonald.	9, 10	do do	do	50 00	do	
do 8, 1892.	Admtx. R. Chambers.	11	Canal and Bridge St., Dunnville.	do	400 00	do	
do 8, 1892.	S. Chambers.	(Gov. lot 17, 18	Canal St. E., Dunnville.	do	40 00	do	
do 21, 1892.	W. W. Montague.	A, sub lot 4	Canal and Maple St., Dunnville.	do	130 00	do	
Aug. 13, 1892.	Admtx. Jabez Arnsden.	D	Canal St. W., Dunnville.	do	160 00	do	
July 23, 1892.	Executor J. Stewart.	14	Lock St. do	do	300 00	do	
Aug. 27, 1892.	G. A. S. Wallace <i>et al.</i>	20, 19	Canal St. E. do	do	212 00	do	
Aug.			Broad St. E. do	do			

PROPERTY PURCHASED OR DAMAGED.

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Sept. 3, 1892.	Executor E. McNeal	5	Canal St. W.,	Dunville.	Haldimand.	200 00	Release damages.
Aug. 23, 1892.	Admtx. W. White	19	Broad St. E.	do	do	225 00	do
Sept. 12, 1892.	H. Amaden et al.	21, 22, 23	Main St.	do	do	1,200 00	do
July 2, 1892.	Administrator D. Jewhurst	B & A, sub lot 4	Canal St. W.	do	do	70 00	do
Sept. 21, 1892.	Admtx. A. McDonald	19, 20, 21	Canal St. E.	do	do	100 00	do
			Main St.	do	do		do

3rd. AGREEMENTS respecting Subsidies in aid of construction of

Date of Signature.	Name of Railway Company.	Lines of Railways to be constructed.	Acts of Canada granting Subsidy.	Amount of Subsidy.	
				Per Mile.	Not more in all than
1891.				\$	\$
Notsigned	St. Stephen & Milltown.	From St. Stephen to Milltown.....	53 V. c. 2	3,200	11,200
Sept. 18..	Winnipeg & Hudson Bay.	From C. P. Ry. to Hudson Bay.....	47 V. c. 25 & 70	{ ac. 6,400 " 12,800	Manitoba N. W. T.
Notsigned	Montreal & Ottawa.	{ From end of 30 miles of 50-51 V., c. } 24, towards Ottawa.....	53 V. c. 2	3,200	96,000
Oct. 20..	Témiscouata Ry. Co.	From Clair's Siding to Connor's Station, St. Francis branch.	53 V. c. 2	3,200	51,200
Dec. 16..	Orford Mountain....	From Eastman to Kingsbury, P.Q....	53 V. c. 2	3,200	99,200
1892.					
Sept. 10..	do do	From Lawrenceville to do	53 V. c. 2	3,200	99,200
Oct. 17..	Quebec & Lake St. John.	{ From 30th to 50th mile, Chicoutimi branch, complete 1st 30 miles, and 4 towards Roberval.....	52 V. c. 3 55-56 V. c. 5	3,200	{ 64,000 12,800 }
Sept. 27..	Tobique Valley.....	{ From Trout Brook 11 miles towards, and thence 3 miles to, Plaister Rock Island.....	53 V. c. 2 55-56 V. c. 5	3,200	{ 35,200 9,600 }
do 16..	Woodstock & Centreville.	{ From Woodstock to Centreville, thence to U. S. boundary.....	55-56 V. c. 5	3,200	{ 64,000 19,200 }
Nov. 30..	Thousand Islands....	From Gananoque Junction to a point on Brockville, Westport & S. Ste. M. Ry., the Kingston, Napanee & W. Ry., the Kingston, Smith's Falls & O. Ry., on Rideau Canal waters; also extension across mouth of river, Gananoque.	55-56 V. c. 5	in all	44,000
Notsigned	Ontario, Belmont & Northern.	From Belmont Iron Mines to junction of Central Ontario Ry. and C. P. Ry.	55-56 V. c. 5	3,200	32,000
Sept. 29..	{ Ottawa, Arnprior & Parry Sound.	{ From Renfrew on C. P. Ry. to Eganville, Eganville to Barry's Bay..	55-56 V. c. 5	3,200	{ 70,400 96,000 }
Nov. 8..	do do	{ From Barry's Bay towards Northern Pacific Junction Ry.....	55-56 V. c. 5	{ 6,400 3,200	{ 176,000 88,000 }

OTTAWA, 2nd December, 1892.

Railways, entered into during the fiscal year ended 30th June, 1892.

No. of Miles sub- sidized.	Maximum Grade, Feet per mile.	Radius of Curvature not less than	Width of Clearing each side.	Width of Cuttings.	Embankments.	Steel Rails, lbs. per lineal yard.	When to be com- pleted.	Remarks.
No.	Feet.	Feet.	Feet.	Feet.	Ft.	Lbs.		
3½	80	{ 955½ 716½ }	15	20	15	56	July 1, 1893..	
250	65	955	{ 50 100 at start- ing each side }	20	14	56	June 1, 1894..	Land subsidy.
30	53	1,910	50	20	15	56	Dec. 31, 1892..	
12	70	818	50	20	15	56	Aug. 1, 1892..	
31	69	882	33	20	15	56	Dec. 1, 1893..	Colonization road.
16½	74	{ 818 955 }	33	20	14	56	Aug. 1, 1893..	do do
20	80	{ 818 1,146 }	50	20	15	56	Aug. 1, 1893..	
11 3 }	80	819	50	20	15	56	Dec. 1, 1893..	
20 6 }	80	955	50	20	15	56	Jan. 1, 1894..	
	53	955	50	20	15	56	Aug. 1, 1896..	{ 1st part \$30,000 2nd do 14,000 }
10	130	716	33	16	14	56	Oct. 31, 1893..	
22	40	2,865	50	20	15	56	Aug. 1, 1896..	
30	80	1,433	50	20	15	56	Nov. 1, 1894..	
27½ 27½ }	60	1,433	50	20	15	56		

H. A. FISSIAULT.

No. 5.—STATEMENT showing Railways subsidized by Grants of Land—Concluded.

Year.	Act.	Line subsidized.	Acres per Mile.	Estimated Number of Miles.	Total Grant. — Acres.	—
1885	48-49 Vic., c. 60	Qu'Appelle, Long Lake and (Regina to Long Lake... Saskatchewan Railway and { Long Laketon to near Elbow North Saskatchewan, with Steam-boat Co., branches to Prince Albert and Battleford... Red Deer Valley and Coal Co., from Town of Calgary to point on Township 23, Range 23, west 4th Meridian.....	6,400	23½ } 348½ 325 }	2,229,333	248 miles com- pleted and in operation.
1887	50-51 Vic., c. 23		6,400		352,000	
1891	54-55 Vic., c. 9.		6,400			
			6,400 acres in Manitoba, 12,800 acres in N. W. T.	No dis- tance (named)		
1894	47 Vic., c. 25....	Winnipeg and Hudson Bay Railway Co., Winnipeg to Hudson Bay				
1896	49 Vic., c. 11....	Wood Mountain and Qu'Appelle Railway Co., from Wood Mountain <i>via</i> Qu'Appelle and Fort Qu'Appelle to the Manitoba and North-western Railway.....	6,400	240	1,536,000	

* Name changed by 52 Vic., c. 65, to the North-western Railway of Canada.

APPENDIX No. 20.

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely:—

By the Act 45 Vic., cap. 14 (1882.) (*Assented to 17th May, 1882*):—

1. For a railway from Gravenhurst to Callander, both in the Province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... \$660,000
2. For a railway from St. Raymond to Lake St. John, both in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 384,000
3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the Province of Quebec, or between them, to Edmundston, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 240,000
4. For a railway from Oxford to New Glasgow, both in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 224,000

"The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine."

By the special Act 45 Vic., cap. 55 (1882.) (*Assented to 17th May, 1882*):—

5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years.... \$150,000

By the Act 46 Vic., cap. 25 (1883.) (*Assented to 25th May, 1883*):—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Matapediac, on the Intercolonial Railway, to Pasbebiac, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 320,000

No. 1—ALPHABETICAL List of Railways subsidized by the Parliament of Canada—Continued.

A.D.	Authority for Grant.	Designation of Act.	Company or Work subsidized.	Details of Grant.			Total of Subsidy Grant Mileage to each Company.		
				Rate per Mile.	Estimated Number of Miles.	Not to exceed.			
				\$	\$	No. of Miles sub- sidized.	Amount.		
1884 47 Vic., c. 8.	(Great Northern Ry. Co.)	(St. Jérôme to New Glasgow New Glasgow or St. Lin to Montcalm. St. Andrew's to Lachute. At or near Montcalm to C.P.R., between Joliette and St. Félix de Valois		3,200	32,000 00	50	160,000 00		
1886 49 Vic., c. 10.			10						
1891 54 Vic., c. 8.			18						
1886 49 Vic., c. 10.					7	50	22,400 00		
1890 53 Vic., c. 2.					15		48,000 00		
1887 50 51 Vic., c. 24.					3		9,600 00	16	51,200 00
1887 50 51 Vic., c. 24.								3	9,600 00
1886 49 Vic., c. 10.					34		108,800 00	49	156,800 00
1889 52 Vic., c. 3.					15		48,000 00		
1883 46 Vic., c. 25.					49		156,800 00	49	156,800 00
1890 53 Vic., c. 2.			25		80,000 00	25	80,000 00		
1884 47 Vic., c. 8.	(Joggins Railway Co.)	(Joggins Railway Co., from St. Félix de Valois to St. Jean McCann Station to Joggins From south end to the wharves. From some point on Joggins Railway to Young's Mill.		3,200	160,000 00	50	160,000 00		
1889 52 Vic., c. 3.									
1882 55 Vic., c. 5.					8		25,600 00	8	25,600 00
1886 49 Vic., c. 10.					12		38,400 00		
1887 50 51 Vic., c. 24.					14		4,000 00	18 25	58,400 00
1889 52 Vic., c. 3.					5		16,000 00		
1884 47 Vic., c. 8.					15		48,000 00	15	48,000 00
1883 46 Vic., c. 25.					28		80,000 00		
1887 50 51 Vic., c. 24.					18		70,000 00		
1889 52 Vic., c. 3.					3		12,800 00	78	238,400 00
1892 55 Vic., c. 5.	(L'Assomption Railway Co., L'Assomption to L'Épiphanie.)	(Extension to County of Hastings and iron deposits.		3,200	9,600 00	3 50	11,200 00		
1886 49 Vic., c. 10.									

of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26 (1883.) (*Assented to 25th May, 1883*):—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of.....\$ 500,000

By the Act 47 Vic., cap. 8 (1884.) (*Assented to 19th April, 1884*):—

18. To the Government of the Province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts *via* the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
19. And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 211,200
23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the Township of Dungannon, County of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000
26. To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000

No. 1—ALPHABETICAL List of Railways subsidized by the Parliament of Canada—Continued.

A.D.	Authority for Grant.	Designation of Act.	Company or Work subsidized.	Details of Grant.			No. of Miles subsidized.	Total of Subsidy Grant Mileage to each Company.
				Rate per Mile.	Estimated Number of Miles.	Not to exceed.		
				\$		\$ cts.		\$ cts.
1882-45 Vic., c. 14			Northern and Pacific Junction Railway Co. (Gravenhurst to Callander (Additional).	6,000	110	660,000 00	110	1,820,000 00
1883-46 Vic., c. 25				6,000		660,000 00		
1889-52 Vic., c. 3			Nova Scotia Central Railway Co. { Lunenburg to a point in district of New Germany, and branch to Bridgewater Railway Wharf.	3,200	34	108,800 00	80	256,000 00
1890-53 Vic., c. 2				3,200	46	147,200 00		
1887-50 51 Vic., c. 24			Nipissing and James Bay Ry., from at or near North Bay, C.P.R., towards James Bay.	3,200	25	80,000 00		
1888-51 Vic., c. 3			Ontario and Pacific Railway Co., Cornwall to Ottawa.	3,200	53-87	172,400 00	53-87	172,400 00
1892-55 56 Vic., c. 5			Ontario, Belmont and Northern Ry., Belmont Iron Mines to C. P. R. and Central Ontario Railway.	3,200	10	32,000 00	10	32,000 00
1889-52 Vic., c. 3			Orford Mountain Railway Co., Eastman and Kingsbury	3,200	31	99,200 00	31	99,200 00
1892-55 56 Vic., c. 5			Oshawa Railway and Navigation Co., Port Oshawa towards Raglan.	3,200	7	22,400 00	7	22,400 00
1890-53 Vic., c. 2			Ottawa and Gatineau Valley Railway Co., Hull Station towards Le Désert.		62	320,000 00	62	320,000 00
1887-50 51 Vic., c. 24			Ottawa, Arnprior and Parry Sound Ry. Co. { Point on C. P. R. to Eganville	3,200	22	70,400 00		
1891-54-55 Vic., c. 8					30	96,000 00		
1885-48 49 Vic., c. 59			Barry's Bay to Northern Pacific Railway Junction.	6,400	27½	264,000 00	107	430,400 00
1889-52 Vic., c. 3			For a line, Ottawa to Morrisburgh.	3,200	27½	264,000 00		
1892-55 56 Vic., c. 5			Parry Sound Colonization Railway Co., Parry Sound to Sundridge.	3,200	52	166,400 00	52	166,400 00
1890-53 Vic., c. 2			Hull to Pembroke.	3,200	40	128,000 00	40	128,000 00
1889-52 Vic., c. 3			Pontiac Pacific Junction Railway Co. { From 3 miles east of Pembroke to Pembroke.	3,200	82	272,000 00		
1884-47 Vic., c. 8				3,200	3	9,600 00		
1888-51 Vic., c. 3			Hull to Aylmer.	3,200	7½	24,000 00	92-50	337,100 00
1890-53 Vic., c. 2			Bridging Ottawa at Culbute, &c.	3,200		31,500 00		
1892-55 56 Vic., c. 5			Revote of balance unexpended under 47 Vic., c. 8.					
1892-55 56 Vic., c. 5			Philipsburg Junction Railway and Quarry Co., Stanbridge to Philipsburg.	3,200	6-75	21,600 00	6-75	21,600 00

said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the Province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By the special Act 47 Vic., cap. 6 (1884). (*Assented to 19th April, 1884*):—

44. Relating to an agreement with the Province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to "the Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59 (1885). (*Assented to 20th July, 1885*):—

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000
50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to

*The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway, to the harbour at Quebec.

Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$19,200
51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole	30,000
52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	92,000
53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole.....	10,500
55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600
56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	44,800
57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chapter 8, a subsidy of.....	70,000
58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of.....	320,000
59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of.....	217,600
60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a-half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a-half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudière Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
61. For a line of railway from Indiantown <i>via</i> the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively,

shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58 (1885). (*Assented to 20th July, 1885*):—

62. "For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the Province of Quebec, to Edmundston, in the Province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present Session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada,"
63. "For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrews, St. John and Halifax, *via* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway."
64. "The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in

such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act to aid in procuring the extension of the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada."

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition; and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10 (1886.) (*Assented to 2nd June, 1886*):—

- | | |
|---|-----------|
| 65. For a railway from a point at or near Moncton, to Buctouche, in the Province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 |
| 66. For a railway from Ingersoll <i>via</i> London to Chatham, in the Province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 67. To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 68. To the Caraquet Railway Company, for ten miles of their railway from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 69. To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 118,400 |
| 70. To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 179,200 |
| 71. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the Village of Sandridge, on the line of the Northern Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 |
| 72. For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the Province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 73. For a railway from Hereford to the International Railway, in the township of Eaton, in the Province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 108,800 |
| 74. For a railway from St. Félix to Lake Maskinongé, Parish of St. Gabriel, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |

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|---|-----------|
| 75. For a railway from Glenannan to Wingham, in the Province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 16,000 |
| 76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the Province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 77. For a railway from L'Assomption to L'Epiphanie, in the Province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 11,200 |
| 78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the Province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole..... | 361,270 |
| 79. For a railway from St. Andrews to the Canadian Pacific Railway at or at any point east of the Town of Lachute, in the County of Argenteuil, in the Province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the Province of Quebec, to the International boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 81. For a railway from Truro to Newport, in the Province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 156,800 |
| 82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile)..... | 186,295 |
| 83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette <i>via</i> Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 84. For the construction of wharves and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... | 6,000 |
| 85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 86. For a railway from St. Eustache to St. Placide, County of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 88. For a railway from Yamaska to the River St. Francis, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the Province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |

90. For a railway from Fredericton to the village of Prince William, in the Province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 70,400
91. For a railway from a point on the Intercolonial Railway near Newcastle or *via* Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the Province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200
92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the Province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400
93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the Province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole..... 11,900
94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000
95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the Province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By Section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24 (1887.) (*Assented to 23rd June, 1887*):—

96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 38,400
97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000

98.	To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 16,000
99.	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
100.	To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharves, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	4,000.
101.	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
102.	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
103.	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
104.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
105.	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
106.	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
107.	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	12,800
108.	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
109.	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
110.	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
111.	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
112.	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	22,400
113.	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or	

	from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
114.	To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
115.	To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
116.	To the Caragnet Railway Company, for seven miles of their railway from Lower Caragnet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole	32,000
117.	To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of	217,600
118.	To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
119.	To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharves and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steam-boats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of.....	12,400
120.	To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
121.	To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Jogging Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	17,600
122.	To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	33,600
123.	To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	6,400
124.	To the Cumberland Railway and Coal Company, for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800

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| 125. | To the Montreal and Champlain Junction Railway Company, a subsidy of..... | \$ 64,000 |
| 126. | To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the City of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 28,800 |
| 127. | To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 96,000 |
| 128. | To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 41,600 |
| 129. | To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole..... | 108,800 |
| 130. | To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of... .. | 89,600 |
| 131. | For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 64,000 |
| 132. | For a railway bridge over the St. Lawrence River, at Coteau Landing, on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... | 180,000 |
| 133. | To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy nor exceeding..... | 118,400 |

" For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the St. Lawrence River, upon which shall be paid fifteen per

cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-six Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3 (1888). (*Assented to 22nd May, 1888*):—

134.	To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$70,400 00
135.	To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	147,200 00
136.	To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	9,600 00
137.	To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	32,000 00
138.	To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government Railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole.....	41,100 00
139.	To the Port Arthur, Duluth and Western Railway Company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	271,200 00
140.	To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000 00

141.	To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the Province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	\$ 100,000 00
142.	To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....	288,000 00
143.	To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	83,612 54
144.	To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	44,252 82
145.	To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	58,334 27
146.	To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	4,335 00
147.	To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	11,964 66
148.	To the Albert Railway Company of New Brunswick, a grant as subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	14,665 45

149. To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... \$ 24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

By the Act 52 Vic., cap. 3 (1889). (*Assented to 2nd May, 1889*) :—

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| 150. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$172,400 00 |
| 151. To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... | 320,000 00 |
| 152. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette <i>via</i> Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 00 |
| 153. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 00 |
| 154. For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the County of Argenteuil, in the Province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 22,400 00 |
| 155. For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the Province of Nova Scotia, forty-nine miles, a subsidy, not exceeding \$3,200 per mile, nor exceeding in the whole..... | 156,800 00 |
| 156. For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 00 |
| 157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, nor exceeding in the whole..... | 31,771 43 |
| 158. To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole..... | 244,500 00 |
| 159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Rail- | |

	way to the village of Bancroft, in the County of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
160.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.....	35,000 00
161.	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the Province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162.	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
163.	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quion River, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165.	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the Province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166.	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167.	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168.	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169.	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
170.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the Parish of Saint-Michel des Saints, on the River Mattawin, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
171.	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston	

such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act to aid in procuring the extension of the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada."

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition; and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10 (1886.) (*Assented to 2nd June, 1886*):—

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| 65. For a railway from a point at or near Moncton, to Buctouche, in the Province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 |
| 66. For a railway from Ingersoll <i>via</i> London to Chatham, in the Province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 67. To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 68. To the Caraquet Railway Company, for ten miles of their railway from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 69. To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 118,400 |
| 70. To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 179,200 |
| 71. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the Village of Sandridge, on the line of the Northern Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 |
| 72. For a railway from a point at or near New Glasgow or St. Lin, to or near Montcalm, in the Province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 73. For a railway from Hereford to the International Railway, in the township of Eaton, in the Province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 108,800 |
| 74. For a railway from St. Félix to Lake Maskinongé, Parish of St. Gabriel, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |

75. For a railway from Glenannan to Wingham, in the Province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 16,000
76. For a railway from a point at or near the McCamp Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the Province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
77. For a railway from L'Assomption to L'Epiphanie, in the Province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the Province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole.....	361,270
79. For a railway from St. Andrews to the Canadian Pacific Railway at or at any point east of the Town of Lachute, in the County of Argenteuil, in the Province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the Province of Quebec, to the International boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
81. For a railway from Truro to Newport, in the Province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile).....	186,295
83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette <i>via</i> Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
84. For the construction of wharves and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000
85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
86. For a railway from St. Eustache to St. Placide, County of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
88. For a railway from Yamaska to the River St. Francis, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the Province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600

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| 90. For a railway from Fredericton to the village of Prince William, in the Province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 70,400 |
| 91. For a railway from a point on the Intercolonial Railway near Newcastle or <i>via</i> Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the Province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the Province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the Province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole..... | 11,900 |
| 94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... | 70,000 |
| 95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the Province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... | 15,000 |

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By Section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24 (1887.) (*Assented to 23rd June, 1887*):—

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| 96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 38,400 |
| 97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |

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| 98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 16,000 |
| 99. To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 100. To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharves, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 4,000. |
| 101. To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 6,400 |
| 102. To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 103. To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 |
| 104. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 105. To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 106. To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 12,800 |
| 108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 110. To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... | 20,000 |
| 111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 22,400 |
| 113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or | |

	from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
114.	To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
115.	To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
116.	To the Caragnet Railway Company, for seven miles of their railway from Lower Caragnet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole	32,000
117.	To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of	217,600
118.	To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
119.	To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharves and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steam-boats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of.....	12,400
120.	To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
121.	To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	17,600
122.	To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	33,600
123.	To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	6,400
124.	To the Cumberland Railway and Coal Company, for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800

125. To the Montreal and Champlain Junction Railway Company, a subsidy of.....	\$ 64,000
126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the City of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	28,800
127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	96,000
128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	41,600
129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole.....	108,800
130. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of....	89,600
131. For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000
132. For a railway bridge over the St. Lawrence River, at Coteau Landing, on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed.....	180,000
133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy nor exceeding.....	118,400

" For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the St. Lawrence River, upon which shall be paid fifteen per

cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-six Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3 (1888). (*Assented to 22nd May, 1888*) :—

134.	To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$70,400 00
135.	To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	147,200 00
136.	To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	9,600 00
137.	To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	32,000 00
138.	To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbuto and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government Railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole.....	41,100 00
139.	To the Port Arthur, Duluth and Western Railway Company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	271,200 00
140.	To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00

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|------|--|---------------|
| 141. | To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the Province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... | \$ 100,000 00 |
| 142. | To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of..... | 288,000 00 |
| 143. | To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... | 83,612 54 |
| 144. | To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for..... | 44,252 82 |
| 145. | To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 58,334 27 |
| 146. | To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 4,335 00 |
| 147. | To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 11,964 66 |
| 148. | To the Albert Railway Company of New Brunswick, a grant as subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 14,665 45 |

149. To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... \$ 24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

By the Act 52 Vic., cap. 3 (1889). (*Assented to 2nd May, 1889*):—

150. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$172,400 00
151. To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00
152. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette *via* Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400 00
153. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
154. For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the County of Argenteuil, in the Province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... 22,400 00
155. For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the Province of Nova Scotia, forty-nine miles, a subsidy, not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800 00
156. For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, nor exceeding in the whole..... 31,771 43
158. To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole..... 244,500 00
159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Rail-

	way to the village of Bancroft, in the County of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
160.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.....	35,000 00
161.	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the Province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162.	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
163.	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quion River, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165.	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the Province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166.	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167.	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168.	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169.	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
170.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the Parish of Saint-Michel des Saints, on the River Mattawin, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
171.	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston	

	towards Smith's Falls, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	\$ 64,000 00
172.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,000 00
173.	For a railway from St. Césaire to St. Paul d'Abbotsford, in the Province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174.	To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the Province of Quebec, a subsidy not exceeding \$3,200 per annum, nor exceeding in the whole.....	64,000 00
175.	To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
176.	To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000 00
177.	To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
178.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the Town of Owen Sound, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179.	To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
180.	To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
181.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
182.	To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00

183. For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

"So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight."

By the Special Act, 52 Vic., cap. 5, 1889. (*Assented to 2nd May, 1889*):—

185. In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and

mails, for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2 (1890). (*Assented to 16th May, 1890*)—:

186. To the Montreal and Ottawa Railway Company, for 30 miles of their railway, from the western end of the 30 miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$96,000
187. To the Waterloo Junction Railway Company, for 11 miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
188. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callendar, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole.....	600
189. For a railway from Woodstock <i>via</i> London to Chatham, in the Province of Ontario, 80 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll <i>via</i> London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
190. To the St. Catharines and Niagara Railway Company, for 14 miles of their railway, from the end of the 20 miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	44,800
191. To a railway from Ottawa to Morrisburg, 52 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	166,400
192. To the Erie and Huron Railway Company, for 22 miles of their railway from Petrolia <i>via</i> Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	70,400
193. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194. To the Manitoulin and North Shore Railway Company, for 30 miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195. To the Port Arthur, Duluth and Western Railway Company, for 5 miles of their railway, being a branch from the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196. To the Lake Erie and Detroit River Railway Company, for 50 miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000

197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company for 16 miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for 36 miles of their railway, from the north-east end of the 20 miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199.	To the Ottawa and Parry Sound Railway Company, for 30 miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for 30 miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for 30 miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202.	To the St. Stephen and Milltown Railway Company, for 3½ miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203.	To the Woodstock and Centreville Railway Company, for 6 miles of their railway, from the western end of the 20 miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the Province of New Brunswick and the State of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204.	For a railway from a point at or near Fredericton, <i>viâ</i> Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for 30 miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for 4½ miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	14,400
206.	To the Montreal and Western Railway Company, for 70 miles of their railway, from St. Jérôme, north-westerly towards Désert, in the Province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

"Provided, that the subsidy hereby granted to the Montreal and Western Railway Company may be paid by instalments on the completion of each section of the railway as follows, that is to say:—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

"Such instalments to be proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

207.	For 75 miles of the railway from Shelburne, in the County of Shelburne, and from Liverpool, in the County of Queen's, towards Annapolis, in the Province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
208.	To the Inverness and Richmond Railway Company for 50 miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole	50,000
209.	To the International Railway Company, for a railway from Sherbrooke to the International boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., ch. 25, not exceeding in the whole.....	3,840
210.	For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211.	To the Pontiac Pacific Junction Railway Company, for 7½ miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	24,000
212.	To the Montreal and Lake Maskinongé Railway Company, for 3½ miles of their railway, the distance which the subsidy granted by the Act 29 Vic., ch. 10, is short of covering from St. Félix to Lake Maskinongé, in the Parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213.	To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structures, not to exceed.....	37,500
214.	To the Drummond County Railway Company, for 24 miles of their railway, from Drummondville to Ste. Rosalie, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215.	To the Great Northern Railway Company, for 15 miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole...	48,000
216.	To the Lake Temiscamingue Colonization Railway Company, for 20 miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217.	To the Maskinongé and Nipissing Railway Company, for 15 miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218.	To the St. Lawrence and Adirondack Railway Company, for 18 miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
219.	To the Quebec Central Railway Company, for 90 miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-Western Railway, near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic,	

	in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....	\$288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for 12 miles of their railway from Lorette <i>viâ</i> Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
221.	For a railway from Summerside to Richmond Bay, in the Province of Prince Edward Island, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
222.	To the Columbia and Kootenay Railway Company, for 35 miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Mosquodoboit settlements, 25 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
224.	For a railway from Fredericton to the village of Prince William, in the Province of New Brunswick, 22 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole...	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for 22 miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding 3,200 per mile, nor exceeding in the whole.....	70,400
226.	To the Témiscouata Railway Company, for 16 miles of their railway, from the west end of the 20 miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
227.	For a railway from the north end of the 14 miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, 11 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	35,200
228.	To the Orford Mountain Railway Company, for 31 miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
229.	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of 15 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to its satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of

July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work,—except, also, as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten-mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: “An Act to enable the County of Inverness to borrow money,”—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals,—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the Special Act 53 Vic., ch. 5 (1890). (*Assented to 16th May, 1890*):—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such Company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor-General in Council may order such sums to be paid in semi-annual instalments, and may permit the Company to assign the same by way of security for any bonds or securities which may be issued by the Company in respect of the Company's undertaking.

By 54-55 Victoria, ch. 8 (1891). (*Assented to 30th Sept., 1891*):—

- 231.** To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the Province of Quebec, eighteen miles, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole \$28,100 00
- 232.** To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the

	City of Quebec, the difference between the amount already paid to the Company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	\$ 5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the Province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, nor exceeding in the whole.....	46,040 00
238.	To the Tobique Valley Railway Company, for fourteen miles, of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole...	89,600 00
239.	To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the City of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of..	179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the Company may deposit with the Minister of Finance and Receiver-General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the Company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the Company to assign the said subsidy and annuity to trustees by way

of security for any bonds or securities which may be issued by the Company in respect of their undertaking."

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the Province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

"Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From at or near Newboro' to Westport.....	4
From Westport towards Palmer's Rapids.....	16

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

"3. Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which payments have been recommended, and copies of all contracts between the Government and the Company under which the said subsidies are authorized to be paid.

"4. The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, ch. 5 (1892). (*Assented to 9th July, 1892*):—

241. To the Lake Erie and Detroit River Railway Company, for 58 miles of their railway from a point at or near Cedar Creek to

	the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$ 224,000 00
242.	To the Ottawa, Arnprior and Parry Sound Railway Company, for 55 miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first 27½ miles out from Barry's Bay and not exceeding \$3,200 per mile on the second 27½ miles, nor exceeding in the whole.....	264,000 00
243.	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for 25 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
244.	To the Tobique Valley Railway Company, for a railway from the north end of the 11 miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
245.	To the Monfort Colonization Railway Company, for 21 miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
246.	To the Ontario, Belmont and Northern Railway Company, for 10 miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000 00
247.	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.....	15,100 00
248.	To the Buctouche and Moncton Railway Company, for 32 miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.....	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for 19 miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	60,800 00
250.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for 12 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
251.	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for 25 miles of their railway from a point on the Cape Breton Railway, at or near Orange-dale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
252.	To the Nicola Valley Railway Company, for 25 miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake.....	80,000 00

253.	To the Lotbinière and Megantic Railway Company, for 15 miles of their railway from a point at or near St. Jean Deschaillons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
254.	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, 25 miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
255.	To the Philipsburg Junction Railway and Quarry Company, for 6 $\frac{7}{10}$ miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	21,600 00
256.	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	9,600 00
257.	For a railway from Cape Tourmente towards Murray Bay, in the Province of Quebec, 20 miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
258.	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the Province of Nova Scotia, for 49 miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	156,800 00
259.	To the Restigouche and Victoria Railway Company, for 15 miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
260.	For a railway from St. John's to Ste. Rosalie, 32 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	102,400 00
261.	For a railway from St. Placide to St. Andrews, 8 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	25,600 00
262.	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for 28 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00
263.	To the Belleville and Lake Nipissing Railway Company, for 30 miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
264.	To the Kingston, Smith's Falls and Ottawa Railway Company, for 56 miles of their railway from the City of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 53 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of 3 $\frac{1}{2}$ per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding 21 years, as the Company may elect, which represents a grant in cash of.	179,200 00

"Provided, that upon the completion of 28 miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed

in comparison with that of the whole 56 miles: Provided also, that the Company may deposit with the Minister of Finance and Receiver-General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the Company for such period not exceeding 20 years as the Company may elect, a semi-annual annuity calculated on a basis of $3\frac{1}{2}$ per cent on the amount so deposited: Provided further, that the Governor in Council may permit the Company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the Company in respect of their undertaking."

- 265.** To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the City of St. Catharines to the City of Hamilton, in lieu of the subsidies not to exceed \$108,000 granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of $3\frac{1}{2}$ per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the Company may elect, representing a grant in cash of \$108,000: Provided that, upon the completion of 10 miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole 34 miles: Provided also, that the Company may deposit with the Minister of Finance and Receiver-General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the Company, for such period not exceeding 20 years, as the Company may elect, a semi-annual annuity, calculated on a basis of $3\frac{1}{2}$ per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the Company: Provided further, that the Company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the Company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.
- 266.** To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, 20 miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... \$ 64,000 00
- 267.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole 96,800 00
- 268.** To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for $12\frac{1}{2}$ miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 40,000 00
- 269.** To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and

Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... \$44,000 00

Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.

270. To the Manitoulin and North Shore Railway Company, for 30 miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
271. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 51,200 00
272. For 75 miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 240,000 00
273. To the Kingston, Napanee and Western Railway Company, for 20 miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each said extensions, additions or branches, the subsidy not exceeding in the whole..... 64,000 00
274. To the St. John Valley and Rivière du Loup Railway Company, for 15 miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 48,000 00
275. To the Cobourg, Northumberland and Pacific Railway Company, for 30 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000 00
276. To the Ottawa, Arnprior and Parry Sound Railway Company, for 30 miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000 00
277. To the Ottawa, Arnprior and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400 00
278. To the Lake Témiscamingue Colonization Railway Company, for 35 miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter

	3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$112,000 00
279.	To the Témiscouata Railway Company, for 12 miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first 12 miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole.	21,600 00
280.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for 16 miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for 6 miles of their railway from the west end of their 20 miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the Province of New Brunswick and the State of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	63,000 00
283.	To the Goderich and Wingham Railway Company, for 31 miles of their railway from Goderich to Wingham, <i>via</i> Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for 15 miles of their railway from Bracebridge toward Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	48,000 00
286.	To the Nipissing and James' Bay Railway Company, for 25 miles of their railway from, at or near North Bay station on the Canadian Pacific Railway towards James' Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for 50 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000 00
288.	To the Ontario and Pacific Railway Company, for $53\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the County of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	57,600 00

291. To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole.....	\$114,125 00
292. To the Drummond County Railway Company for $4\frac{1}{10}$ miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole.....	14,720 00
293. To the St. Lawrence and Adirondack Railway Company, for $5\frac{1}{10}$ miles of their railway, from Huntingdon towards the International boundary, which, with the distance between Valleyfield and Huntingdon, $12\frac{5}{10}$ miles, makes up the distance of 18 miles named in the 53 Vic., chap. 2, granting a subsidy to this Company, and for $2\frac{1}{10}$ miles from the east end of the 18 miles referred to the International boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,024 00

"2. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"3. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"4. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said Company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

"5. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said Company, according as it becomes

due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and, notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said Company the balance remaining unpaid of the subsidy granted to the Company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval."

LAND SUBSIDIES.

By 47 Vic., chap. 25, clause 7 (1884). (*Assented to 19th April, 1884*):—

1. The Governor in Council is hereby authorized, in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudson's Bay, to make a free grant of not more than six thousand four hundred acres for each mile of railway within Manitoba, and not more than twelve thousand eight hundred acres for each mile in the North-west Territories.

By 48-49 Vic., cap. 60 (1885). (*Assented to 20th July, 1885*):—

2. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.
3. To the Manitoba and South-western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.
4. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the South Branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.
5. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina to the navigable waters of Long Lake.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 49 Vic., cap. 11 (1886). (*Assented to 2nd June, 1886*):—

6. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the County of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.
7. To the North-west Central Railway Company, or to such other company as may undertake the construction of the railway or a railway from a point on the Manitoba and North-western Railway *via* Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station, on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the Provisional District of Saskatchewan, about four hundred and fifty miles.

8. To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By section 5 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this Act.

By 50-51 Vic., cap. 22 (1887).

9. The subsidy to the North-western Coal and Navigation Company, granted by 49 Vic., chap. 60, was increased from 3,800 acres per mile to 3,840 acres per mile.

By 50-51 Vic., cap. 23 (1887). (*Assented to 23rd June, 1887*):—

10. To the Alberta and Athabasca Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from some point on the Bow River or Canadian Pacific Railway, at or between Calgary and Crowfoot Creek, to a point near the town plot of Edmonton, about three hundred miles.
11. To the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point near the northern terminus of the completed portion of that railway, at or near Long Laketon, on the navigable waters of Long Lake, to a point at or near where the fifty-second parallel of latitude crosses the South Saskatchewan River, thence to a point at or near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about three hundred and twenty-five miles.
12. To the Medicine Hat Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near townships twelve and thirteen, range six, west of the fourth principal meridian, a distance of about eight miles, to be selected out of such lands as are at the disposal of the Government in the proximity of the line of the company's railway.

"The said grants, and each of them may be, so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 52 Vic., cap. 4 (1889). (*Assented to 2nd May, 1889*):—

13. To the North-western Coal and Navigation Company (Limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign and chaptered

sixty, Dominion lands to an extent not exceeding two thousand six hundred acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the International boundary, a distance of about fifty miles.

14. To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.
15. To the North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.
16. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

"The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited."

By the Act 53 Vic., cap. 4 (1890). (*Assented to 16th May, 1890*) :—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerly a distance of about sixty miles, to a point on the proposed branch of the said company running from Brandon south-westerly.
18. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line of railway from a point at or near Brandon, on the main line of the Canadian Pacific Railway, south-westerly to or near township three, range twenty-seven, west of the first principal meridian, and thence westerly, a total distance of one hundred miles; and also a similar grant, at the same rate per mile, for the said company's proposed branch railway from a point on the line just described at or near township three, range twenty-seven, west of the first principal meridian, easterly to Deloraine, a distance of about twenty-five miles, making the total length of railway to which this grant is applicable one hundred and twenty-five miles.

19. To the Brandon and South-western Railway Company, Dominion lands to an extent not less than six thousand four hundred acres per mile for the line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to Deloraine, a distance of about seventeen miles.
20. To the Lac Seul Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Shelly Station, on the main line of the Canadian Pacific Railway, to a point at or near White Mud Lake, on the Winnipeg River, a distance of about eighteen miles.
21. To the Calgary and Edmonton Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Calgary to a point at or near Edmonton, on the North Saskatchewan River, a distance of about one hundred and ninety miles; and also a grant of six thousand four hundred acres for each mile of the company's railway from Calgary to a point on the International boundary between Canada and the United States, a distance of about one hundred and fifty miles.
22. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred and forty acres for each mile of the company's railway from Lethbridge to the Crow's Nest Pass, a distance of about one hundred miles.
23. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage, a distance of about one hundred and twenty-five miles.
24. To the Manitoba and South-eastern Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, a distance of about one hundred and ten miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor.

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any incumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., cap. 3 (1890). (*Assented to 26th March, 1890*):

25. The Act 52 Vic., ch. 4, authorizing, in error, the grant of land to the North-Western Coal and Navigation Company, for 50 miles from Lethbridge to the International boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

By 54-55 Vic., cap. 9 (1891). (*Assented to 30th September, 1891*):—

26. In lieu of the subsidy in land authorized by the Act fifty-second Victoria, chapter four, to be granted to the Red Deer Valley Railway and Coal Company, and subject to the conditions in the said Act mentioned, the Governor in Council may grant Dominion lands to the said company to an extent not exceeding six thousand four hundred acres for each mile of the said company's railway, from the town of Calgary, in the district of Alberta, in the North-west Territories, to a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

By 54-55 Vic., cap. 10 (1891). (*Assented to 30th September, 1891*):—

27. To the Manitoba South-western Colonization Railway Company, in addition to the subsidy for one hundred and fifty miles of railway authorized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter sixty, Dominion lands to the extent of six thousand four hundred acres per mile for the balance of the two hundred and twelve miles of railway which have been constructed and are in operation, that is to say, for a distance of sixty-two miles.
28. Also, to the Manitoba South-western Colonization Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's branch line of railway from Carmen to Barnsley, a distance of about six and one-quarter miles.
29. To the Canadian Pacific Railway Company, in addition to the subsidy authorized by the Act fifty-third Victoria, chapter four, for the company's branch line running in a south-westerly and westerly direction from a point at or near Brandon for a distance of one hundred miles, Dominion lands to the extent of six thousand four hundred acres for each mile of the extension westward of the said branch line, from the western limit of the said one hundred miles to a point at or near La Roche Percée, situated in township one, range six, west of the second meridian, a distance of about sixty miles.

"The said grants and each of them shall be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor."

CANALS REVENUE

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CANAIS.

RAILWAYS AND CANALS.

Details of Traffic arranged Alphabetically.	Details of Through Traffic arranged Alphabetically.		Details of Way Traffic arranged Alphabetically.		Details of Traffic arranged in Classes.		Details of Traffic under various heads.		Tolls accrued each Month on each Canal.		Vessels passed through the Canals : Number, Tonnage and Nationality of.	Comparative Statement showing total movement of Property, Passengers and Vessels for four years ended 30th June, 1892.		Comparative Statement showing Tonnage of Vessels and Goods for four years ended 30th June, 1892.
	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.				
	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	
Weiland Canal.	16	82	20	86	56	122	62	128	68	134	70	136	74	76
St. Lawrence Canals.	28	94	32	98	56	122	62	128	68	134	70	136	74	76
Ottawa Canals.	40	106			57	123	63	129	68	135	71	137	75	77
Chambly Canal.	43	110			56	122	62	128	68	134	71	137	74	76
Rideau Canal.	46	113			57	123	63	129	68	135	71	137	75	77
St. Peter's Canal.	49	116			57	123	63	129	68	135	71	137		
Trent Valley Canals.	50	117			57	123	63	129	68	135	72	138		
Murray Canal.	53	120			57	123	63	129	68	135	72	138	75	77

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF CHIEF ENGINEER,
OTTAWA, 20th December, 1892.

To the Secretary,
Department of Railways and Canals.

SIR,—I have the honour to submit the statement of Canals Revenue collected during the fiscal year ended 30th June, 1892, with the financial statements respecting the source whence the revenues were derived.

The following summary of revenue accrued shows a decrease of \$25,000, after deducting the refunds made under various Orders in Council modifying the tariff:—

	1890-91.	1891-92.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Canal tolls, &c.	345,143	347,339	6	
Hydraulic rents.	37,995	40,212	5.83	
Minor public works.	41	65	58.53	
Total	383,179	387,616	1.15	
Less—Refunds	25,511	54,948		
Net revenue	357,668	332,668		

The following is a comparative statement of the revenues accrued on the following divisions of the canals for the year 1891 and 1892, showing the increases or decreases as compared with the previous year:—

	1890-91.	1891-92.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Welland Canal	188,586	194,581	3.15	
St. Lawrence Canals.	79,919	85,054	6.42	
Chambly Canal	20,187	19,338		4.2
Ottawa Canals.	47,149	38,565		18.2
Rideau Canal.	6,153	6,083		1.13
St. Peter's Canal	1,707	2,320	36.91	
Trent Valley Canal	731	637		12.85
Murray Canal	711	761	7.03	
Total	345,143	347,339		
Less—Refunds	25,511	54,948		
Net revenue.	319,632	292,391		

The following statement will exhibit the increases and decreases upon the Welland Canal, and the classes of articles upon which they arose:—

	1890-91.	1891-92.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Vessels	15,907	17,512	10.08	
Passengers	354	430	21.47	
Produce of the forest.	20,157	17,050		15.41
do animals	176	282	60.22	
do agriculture	94,330	111,755	18.47	
Manufactures and merchandise	56,407	46,779		17
Total tolls	187,331	193,808		
Fines and damages	1,255	799		
Total	188,586	194,607		
Less—Refunds	24,914	54,387		
Net revenue	163,672	140,220		

The increase in the amount of tolls refunded, as shown above, is due to the fact that no refunds of tolls on grain were made during the months of May and June, of the previous year in consequence of an Order in Council of the 18th of May, 1891, authorizing such refunds to be made at the close of navigation for that year, instead of during the season as heretofore, and such refunds are included in the amount for the present year.

The total quantity of freight transported on the several divisions of the canals and classified as under, is as follows:—

Canals.	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	82	109,710	20,739	245,653	568,569	944,753
St. Lawrence	924	118,439	57,527	341,833	476,328	995,051
Chambly	248	123,661	3,267	97,743	8,909	233,828
Ottawa	1,377	542,950	344	9,602	9,359	563,632
Rideau	26	73,588	2,980	20,883	4,574	102,051
St. Peter's		3,420		28,236	11,449	43,105
Murray	64	4,530	669	4,347	2,908	12,518
Trent Valley		21,792	7	134	25	21,958

It will be seen by the following figures that the largest quantity of freight passed through the Welland Canal since 1867 was during the fiscal year of 1874, when the quantity was 1,540,081 tons.

The largest tonnage passed through the Welland Canal between the United States ports for the same period was during the fiscal year 1871, the quantity being 747,756 tons; the quantity for 1892 was 488,113 tons.

The following statement shows the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the fiscal years ended 30th June, 1867 to 1892, inclusive:—

Years.	Total quantity transported on the Welland Canal, Tons.	Quantity from United States ports to United States ports, Tons.
1867	933,260	458,386
1868	1,161,821	641,711
1869	1,231,903	688,700
1870	1,311,956	747,756
1871	1,478,122	772,567
1872	1,319,996	638,039
1873	1,391,692	634,913
1874	1,540,081	703,185
1875	1,142,853	595,217
1876	1,121,802	524,197
1877	1,126,429	482,878
1878	1,091,898	448,413
1879	918,924	361,304
1880	896,122	248,944
1881	798,809	196,285
1882	644,727	191,817
1883	861,634	337,619
1884	965,830	417,972
1885	839,521	416,825
1886	934,862	443,961
1887	838,587	387,109
1888	827,300	387,555
1889	938,254	464,415
1890	1,104,553	550,844
1891	959,502	563,856
1892	944,753	488,113

The statements of the quantity of grain transhipped at Ports Colborne and Kingston, and comparative statements of the movement of traffic on the different routes competing for the carrying trade from the west to the sea-board will be given in the supplementary report for the season of navigation.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer.

CANALS

FINANCIAL STATEMENTS

CANAIS.

No. 1.—COLLECTORS of Canal Tolls.

DR. (For details, see

Balances due by Collectors, &c., 1st July, 1891.	CANAL REVENUE.				Total Canal Rev- enue accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
390 79	141,745 14	.....	20 00	.....	141,765 14	135 48	142,291 41
.....	50,410 74	.....	35 82	.....	50,446 56	556 11	51,002 67
118 38	430 77	.....	.....	.....	430 77	615 55	1,164 70
.....	3 99	.....	.....	.....	3 99	.....	3 99
92 65	618 89	.....	.....	177 69	796 58	812 00	1,701 23
.....	552 34	.....	538 88	.....	1,091 22	5,043 26	6,134 48
11 03	46 58	.....	.....	.....	46 58	.....	57 61
612 85	193,808 45	.....	594 70	177 69	194,580 84	7,162 40	202,356 09
.....
95 70	1,285 20	.....	35 00	.....	1,320 20	3,206 50	4,622 40
1,071 22	23,361 39	.....	.....	.....	23,361 39	805 00	25,237 61
.....	757 14	.....	5 00	.....	762 14	698 00	1,460 14
10 17	2,249 12	24 90	5 00	1,495 65	3,774 67	.....	3,784 84
.....	26,082 20	4,618 43	116 10	13,149 26	43,965 99	19,128 30	63,094 29
183 24	11,869 46	.....	.....	.....	11,869 46	.....	12,052 70
1,360 33	65,604 51	4,643 33	161 10	14,644 91	85,053 85	23,837 80	110,251 98
.....
309 89	7,705 41	.....	13 00	75 30	7,793 71	70 00	8,173 60
.....	10,853 75	.....	.....	.....	10,853 75	150 00	11,003 75
48 73	690 78	.....	.....	.....	690 78	.....	739 51
358 62	19,249 94	.....	13 00	75 30	19,338 24	220 00	19,916 86
.....
.....	19,631 01	.....	.....	.....	19,631 01	.....	19,631 01
322 47	17,246 74	.....	10 00	.....	17,256 74	5 00	17,584 21
27 09	115 78	.....	.....	8 00	123 78	20 00	170 87
135 42	1,553 42	.....	.....	.....	1,553 42	.....	1,688 84
484 98	38,546 95	.....	10 00	8 00	38,564 95	25 00	39,074 93
.....
.....	3,743 93	131 18	20 00	309 70	4,204 81	590 75	4,795 56
.....	1,275 08	.....	.....	.....	1,275 08	105 00	1,380 08
.....	598 09	.....	.....	5 00	603 09	53 70	656 79
.....	5,617 10	131 18	20 00	314 70	6,082 98	749 45	6,832 45
115 08	2,317 03	.....	.....	3 28	2,320 31	.....	2,435 39
46 07	637 01	.....	.....	.....	637 01	.....	683 08

CANAL TOLLS IN ACCOUNT WITH REVENUE.

3

1891-92.

in Account with Revenue.

Appendix A.)

Cr.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER-GENERAL.		Balances due by Collectors, &c., 30th June, 1892.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
<i>Welland Canal.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne.....	141,551 53	147 98	591 90	142,291 41
Port Dalhousie.....	50,282 32	556 11	164 24	51,002 67
Dunnville.....	493 11	615 55	56 04	1,164 70
Port Maitland.....	2 23	.....	1 76	3 99
Port Robinson.....	815 78	812 00	73 45	1,701 23
St. Catharines.....	1,063 53	5,043 26	27 69	6,134 48
Chippawa.....	51 55	.....	6 06	57 61
Totals.....	194,260 05	7,174 90	921 14	202,356 09
<i>St. Lawrence Canals.</i>				
Beauharnois.....	1,340 73	3,206 50	75 17	4,622 40
Cornwall.....	22,810 71	805 00	1,621 90	25,237 61
Cardinal.....	667 54	698 00	94 60	1,460 14
Lachine.....	3,752 50	.....	32 34	3,784 84
Montreal.....	43,965 99	19,128 30	.....	63,094 29
Kingston.....	12,011 23	.....	41 47	12,052 70
Totals.....	84,548 70	23,837 80	1,865 48	110,251 98
<i>Chambly Canals.</i>				
Chambly.....	7,891 19	70 00	212 41	8,173 60
St. John's.....	10,853 55	150 00	0 20	11,003 75
St. Ours.....	697 12	.....	42 39	739 51
Totals.....	19,441 86	220 00	255 00	19,916 86
<i>Ottawa Canals.</i>				
Ottawa.....	19,631 01	.....	.....	19,631 01
Grenville.....	17,331 09	5 00	248 12	17,584 21
Carillon.....	128 29	20 00	22 58	170 87
Ste. Anne's Lock..	1,515 92	.....	172 92	1,688 84
Totals.....	38,606 31	25 00	443 62	39,074 93
<i>Rideau Canal.</i>				
Ottawa.....	4,204 81	590 75	.....	4,795 56
Kingston Mills.....	1,275 08	105 00	.....	1,380 08
Smith's Falls.....	603 09	53 70	.....	656 79
Totals.....	6,082 98	749 45	.....	6,832 43
<i>St. Peter's Canal.</i>	2,358 21	.....	77 18	2,435 39
<i>Murray Canal—Brighton</i>	613 71	.....	69 37	683 08

CANALS,

No. 1.—COLLECTORS of Canal Tolls,

DR.

(For details, see

Balances due by Collectors, &c., 1st July, 1891.	CANAL REVENUE.				Total Canal Rev- enue accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
18 76	101 38	.....	.....	.....	101 38	.....	120 14
51 63	357 68	.....	.....	72 00	429 68	.....	481 31
2 25	16 70	.....	.....	.....	16 70	50 00	68 95
4 25	32 82	.....	.....	.....	32 82	40 00	77 07
21 97	140 56	.....	.....	.....	140 56	.....	162 53
20 75	39 70	.....	.....	.....	39 70	.....	60 45
119 61	688 84	.....	.....	72 00	760 84	90 00	970 45
3,097 54	326,469 83	4,774 51	798 80	15,295 88	347,339 02	32,084 65	382,521 21
					54,948 43	.....	.....
					292,390 59	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

CANAL TOLLS IN ACCOUNT WITH REVENUE.

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1891-92—Continued.

in Account with Revenue.

Appendix A.)

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER-GENERAL.		Balances due by Collectors, &c., 30th June, 1892.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
<i>Trent Valley Canal.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.
..... Burleigh	99 12	.....	21 02	120 14
..... Bobcaygeon.....	439 98	.....	41 33	481 31
..... Fenelon Falls.....	11 45	50 00	7 50	68 95
..... Hastings.....	35 14	40 00	1 93	77 07
..... Peterboro'	129 42	.....	33 11	162 53
..... Buckhorn	51 55	.....	8 90	60 45
..... Totals	766 66	90 00	113 79	970 45
..... Grand Total.....	346,678 48	32,097 15	3,745 58	382,521 21
..... Less—Refunds per Statement				
..... Net Revenue.....				

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

HYDRAULIC AND OTHER RENTS.
No. 2.—SUMMARY Statement of Lessee' Accounts.
(For details, see Appendix A, No. 28.)

Dr.	Cr.				Name of Work.	Abatement author- ized.	Paid into hands of Collectors, <i>vide</i> Statement No. 1.	Balance due 30th June, 1892.	Total.
	Balance due 1st July, 1891.	Accrued during the Year ended 30th June, 1892.	Total.						
	\$	cts.	\$	cts.		\$	cts.	\$	cts.
26,895 74	7,654 90	34,550 64	Welland Canal.	186 35	7,097 46	27,201 83	31,550 64		
7,169 62	1,024 00	8,193 62	Williamsburg Canal.		698 00	7,495 62	8,193 62		
807 50	795 00	1,602 50	Cornwall do	20 00	805 00	777 50	1,602 50		
2,393 00	6,568 00	8,921 00	Beauharnois do		3,281 50	5,714 00	8,921 00		
23,180 44	22,639 49	45,819 93	Lachine do		19,127 30	26,692 63	45,819 93		
311 84	145 00	456 84	Chambly do		220 00	236 84	456 84		
7,472 50	1,275 20	8,747 70	Rideau do		749 45	7,998 25	8,747 70		
89 00	121 00	210 00	Sundry Canals.		116 00	94 00	210 00		
			<i>Land Sales.</i>						
354 18		354 18				354 18	354 18		
68,643 82	40,212 59	108,856 41		206 35	32,019 71	70,030 35	108,856 41		

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th September, 1892.

MINOR PUBLIC WORKS.

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No. 3.—MINOR PUBLIC WORKS, 1891-92.

Balances due 1st July, 1891.	Accrued Year ended 30th June, 1892.	Total.	Works.	Deposited to the credit of the Receiver- General, vide State- ment No. 1.	Balances due 30th June, 1892.	Total.
\$ cts.	\$ cts.	\$ cts.	<i>Harbours.</i>	\$ cts.	\$ cts.	\$ cts.
.....	40 48	40 48	....Port Colborne.....	40 48	.....	40 48
.....	24 46	24 46	....Port Dalhousie.....	24 46	.....	24 46
.....	64 94	64 94		64 94	.....	64 94

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

No. 4.—STATEMENT of the Amount of Fines and Damages collected, for violation of the Canal Regulations, giving the particular in each case why the penalty was imposed, during the fiscal year ended 30th June, 1892.

RAILWAYS AND CANALS.

Date.	Name of Vessel.	Name of Owner or other person chargeable.	Particulars.	Fines.	Damages.	Totals.
				\$ cts.	\$ cts.	\$ cts.
1891.			<i>Welland Canal.</i>			
Sept. 13.....	Tug "Genevieve"	Hingston & Woods.....	For excessive speed in harbour at Port Colborne.....	20 00		
Nov. 9.....	Barge "Gaskin"	Captain Brooks.....	Damages to Bridge No. 8.....		21 95	
do 9.....	Str. "Lakeide"	Captain Wigle.....	do to Locks Nos. 1 and 2, St. Paul street bridge and Plants.....		75 36	
do 9.....	do "Celtic"	Captain O. Patenaude.....	Damages to Lock No. 9.....		19 94	
Dec. 11.....	Stm. Barge "Ohio"	Captain A. Lieth.....	do to Lock No. 3.....		58 59	
1892.						
Feb. 15.....	Str. "Pentagost"	G. H. Kimball.....	Damages to foot gates, Lock No. 19.....		242 54	
June 9.....	do "Josephine"	C. E. Little.....	do to Bridge No. 15.....		75 00	
do 9.....	Schr. "Ogarky"	R. Hagues.....	do to Lock No. 22.....		20 00	
do 9.....	Str. "Pablo"	W. Fitzgerald.....	do to Lock No. 16.....		15 50	
do 9.....	do "Rosedale"	Jas. Ewart.....	do to ferry float and boat at Port Robinson.....		10 00	
do 20.....	do "Northerner"		do done to railroad bridge at Thorold.....		35 82	
			Total, Welland Canal.....	20 00	574 70	594 70
1891.			<i>St. Lawrence Canal.</i>			
Aug. 28.....	Str. "Greetlands"	H. Dobell & Co.....	For violation of Canal Regulations, section 5.....	20 00		
Sept. 19.....	do "Mixer"	— Wade.....	For violating Canal Regulations by striking lock gates.....	5 00		
Oct. 13.....	Bge. "Brodeur Demers"	D. Leroux.....	For violation of section 13 of the Canal Regulations.....	10 00		
Nov. 5.....	Schr. "B. Richard"	C. Richard.....	For violation of section 5, Canal Regulations.....	5 00		
do 21.....	Str. "Acadia"	J. Malcolmson.....	For damages to flour shed No. 2, Lachine Canal.....		22 75	
do 24.....	Bge. "Star"	Montreal Transportation Co.....	For violation of section 5, Canal Regulations.....	10 00		
do 30.....	Bge. "Riley"	B. St. Denis.....	For violation of section 5, Canal Regulations.....	4 00		
do 30.....	do do	do do	Damages to lower lock gates, No. 3.....		6 00	
1892.						
May 10.....	Bge. "Bonaventure"	G. Gohier.....	For violation of section 16, Canal Regulations.....	5 00		
June 7.....	Str. "Magnus"	A. E. D. McKay & Son.....	For damages done to lock gates, No. 9, Beauharnois Canal.....		35 00	
do 17.....	Bge. "Duluth"	Montreal Transportation Co.....	For allowing barge to run into lock gates, No. 24, without checking.....	5 00		

FINES AND DAMAGES.

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do 22	Str. "Polino"	Ross & Co	For violation of section 6, Canal Regulations	10 00		
do 23	do "Gertie"	J. Clermont	For violating Canal Regulations, section 5	5 00	18 35	
do 23	do	do	Damages by colliding with Wellington Bridge			
			Total, St. Lawrence Canals	79 00	82 10	161 10
1891.			<i>Chambly Canal.</i>			
Aug. 31	Ege. "H. G. Underwood"	Captain R. Graham	For refusing to obey lock master St. Ours Lock.	2 00		
do 31	do "W. Bennett"	Captain J. L. Thatcher	do	2 00		
Oct. 22	Scow "St. Bernardin"	Captain Gibbon Gill	For injury to Langelier's Bridge, on Chambly Canal, near St. John's	5 00		
Nov. 10	Ege. "R. W. Cooper"	R. H. Kirby	Damages to lock gate, No. 3		4 00	
			Total, Chambly Canal	9 00	4 00	13 00
1891.			<i>Rideau Canal.</i>			
Aug. 31	Ege. "Young"	R. O'Neil	For violating Canal Regulations, section 38, by neglecting to report	5 00		
Oct. 19	do "Cataraqui"	W. H. Easton	For violating Canal Regulations, section 38, by neglecting to report	5 00		
1891.						
June 30	Str. "Harry Bate"	George A. Harris	For not reporting 15 tons salt, 13th July, 1891	5 00		
do 30	do	do	do 25 do 14th July, 1891	5 00		
			Total, Rideau Canal	20 00		20 00
1893.			<i>Ottawa Canal.</i>			
Aug. 12	Raft	W. R. Mackan	Incorrectly reporting quantity of timber	10 00		
			Total, Ottawa Canal	10 00		10 00
			Total, fines and damages			798 80

* These amounts were paid to the collector of canal tolls at St. Catharines, by Mr. Ellis, superintendent of the Welland Canal.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

CANALS,

No. 5.—COLLECTORS of Canal Tolls,

DR.

(For details, see

Amounts received from Department to meet Expenditure.	Deductions from Salaries for Super- annuation.	Balances due to Collectors, 30th June, 1892.	Total.	COLLECTION DIVISIONS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	
3,428 31	65 00		3,493 31	<i>Welland Canal.</i>
2,171 52	38 00		2,209 52	Port Colborne
770 35	15 00		785 35	Port Dalhousie
590 00	10 00		600 00	Dunnville
738 39	14 40		752 79	Port Maitland
196 00	4 00		200 00	Port Robinson
128 00	2 00		130 00	St. Catharines
				Chippawa
8,022 57	148 40		8,170 97	Total
				<i>St. Lawrence Canals.</i>
1,442 61	17 00		1,459 61	Beauharnois
1,217 50	8 00		1,225 50	Cardinal
2,011 24			2,011 24	Cornwall
1,169 15	22 00		1,191 15	Kingston
2,158 78	34 00		2,192 78	Lachine
8,737 88	127 16		8,865 04	Montreal
16,737 16	208 16		16,945 32	Total
				<i>Chambly Canal.</i>
1,578 70	26 25		1,604 95	Chambly
1,673 81	28 25		1,702 06	St. John's
622 74			622 74	St. Ours
3,875 25	54 50		3,927 75	Total
				<i>Ottawa Canals.</i>
833 76	16 00		849 76	Carillon
1,163 80	20 00		1,183 80	Grenville
1,012 79	16 00		1,028 79	Ste. Anne's Lock
3,010 35	52 00		3,062 35	Total
				<i>Rideau Canal.</i>
362 03	5 94		367 97	Kingston Mills
2,379 27	44 00		2,423 27	Ottawa
330 45	6 00		336 45	Smith's Falls
3,071 75	55 94		3,127 69	Total
				<i>St. Peter's Canal.</i>
220 70	0 66		221 36	St. Peter's Canal
240 51			240 51	Murray Canal
60 12			60 12	Trent Canal
2,613 85	40 00		2,653 85	Inspector of Canals
885 44			885 44	Printing and Stationery
2,921 85			2,921 85	General
41,659 55	559 66		42,219 21	Grand Totals

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

1891-92.

in Account with Expenditure.

Appendix B.)

CR.

Balances due to Collectors 1st July, 1890.	EXPENDITURE AUTHORIZED BY THE DEPARTMENT.					Total.
	Salaries.	Special Assistance.	Rent.	Travelling Expenses.	Sundries.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	3,250 00	.....	192 00	.....	51 31	3,493 31
.....	1,900 00	.....	.....	142 00	167 52	2,209 52
.....	750 00	.....	.....	.....	35 35	785 35
.....	500 00	.....	100 00	.....	.....	600 00
.....	720 00	.....	.....	2 40	30 39	752 79
.....	200 00	.....	.....	.....	.....	200 00
.....	100 00	.....	25 00	.....	5 00	130 00
.....	7,420 00	.....	317 00	144 40	289 57	8,170 97
.....	1,350 00	.....	.....	.....	109 61	1,459 61
.....	1,150 00	.....	50 00	9 00	16 50	1,225 50
.....	1,600 00	327 00	.....	.....	84 24	2,011 24
.....	1,100 00	.....	45 00	.....	46 15	1,191 15
.....	1,700 00	.....	360 00	31 90	100 88	2,192 78
.....	7,558 27	.....	525 00	.....	781 77	8,365 04
.....	14,458 27	327 00	980 00	40 90	1,139 15	16,945 32
.....	1,500 00	.....	.....	58 50	46 45	1,604 95
.....	1,600 00	.....	.....	.....	102 06	1,702 06
.....	600 00	.....	.....	.....	22 74	622 74
.....	3,700 00	.....	.....	58 50	171 25	3,929 75
.....	800 00	.....	.....	.....	49 76	849 76
.....	1,000 00	.....	50 00	.....	133 80	1,183 80
.....	966 66	.....	.....	.....	62 13	1,028 79
.....	2,766 66	.....	50 00	.....	245 69	3,062 35
.....	299 97	10 00	.....	25 00	33 00	367 97
.....	2,200 00	.....	.....	.....	223 27	2,423 27
.....	300 00	.....	.....	8 70	27 75	336 45
.....	2,799 97	10 00	.....	33 70	284 02	3,127 69
.....	33 32	155 55	.....	25 02	7 47	221 36
.....	200 00	.....	.....	.....	40 51	240 51
.....	.....	25 00	.....	.....	35 12	60 12
.....	2,000 00	.....	.....	578 58	75 27	2,653 85
.....	.....	.....	.....	.....	885 44	885 44
.....	.....	.....	.....	.....	2,921 85	2,921 85
.....	33,378 22	517 55	1,347 00	881 10	5,095 34	42,219 21

B. H. TEAKLES,
Chief Clerk, Canada's Revenue.

No. 6.—REFUNDS, 1891-92.

CANAL TOLLS.

Canal.	To whom paid.	Date.	Office.	Refunds of Tolls on	Under what Authority refunded.	Amount.	Total.
		1891.	Port Colborne	Grain	Refunded under Re-vised Statutes, chap. 29, sec. 8	\$ cts.	\$ cts.
Welland..	Montreal Transportation Co.	Dec. —				33,851 16	
do	K. & M. Forwarding Co.	do	do	do	do	10,532 70	
do	do	do	do	do	do	745 92	
do	A. E. D. Mackay's Sons.	do	do	do	do	1,378 08	
do	John Malcolmson	do	do	do	do	315 64	
do	Fred. Elliott	do	do	do	do	119 16	
do	A. M. Robertson	do	do	do	do	187 56	
do	J. B. Miller	do	do	do	do	216 00	
do	G. E. Jacques & Co.	do	do	do	do	1,407 24	
do	Montreal Transportation Co.	do	do	do	do	106 92	
do	J. B. Fairgrievies & Son.	do	do	do	do	578 88	
do	K. & M. Forwarding Co.	do	do	do	do	216 54	
do	John Malcolmson	do	do	do	do	179 28	
		1892.					
do	K. & M. Forwarding Co.	April 30	do	do	do	120 42	
do	do	June 30	do	do	do	3,123 72	
do	do	do	do	do	do	410 76	
do	do	do	do	do	do	908 04	
do	O. A. Thorp & Co.	do	do	do	do	52 92	
do	Thomas Myles & Sons.	do	do	do	do	119 28	
		1891.					
do	Beemer & Sullivan	July 4	do	Sand for canal construction		102 48	
		1892.					
do	H. A. Young	Mar. 24	do	Overpaid tolls on flour		15 15	
				Total refunds, Welland Canal			54,387 73

				REFUNDS.	
St. Lawrence....	Montreal Transportation Co.	1891.			
do	Captain D. W. Salvail.....	Sept. 7....	Kingston.....	Unused portion of pass, 1 section, St. Lawrence.....	19 38
do	Prosper Laplante	do 7....	Cornwall.....	Overpaid tolls, 1 sec., St. Lawrence.....	2 66
		Oct. 19....	do	do on barge "Ontario," 1 sec., St. Lawrence.....	17 61
		1892.			
do	Montreal Transportation Co.	Jan. 21....	Montreal.....	Cement for canal construction.....	77 05
do	D. Leroux.....	Mar. 24....	do	Refund of fine.....	10 00
do	Wm. Davis & Son.....	June 30....	Cornwall.....	Timber for canal construction.....	80 07
				Total refunds, St. Lawrence Canals.....	206 77
Ottawa.....	J. R. Ward.....	Oct. —....	Carillon.....	Overpaid tolls on saw-logs.....	144 00
do	Poupore & Fraser.....	June 30....	Grenville.....	Lumber for canal construction.....	183 03
				Total refund, Ottawa Canal.....	327 03
Rideau.....	J. P. Tett & Bros.	Mar. 24....	Smith's Falls.....	Overpaid tolls on chemical ore.....	26 90
				Total refund, Rideau Canal.....	26 90
				Total refunds.....	54,948 43

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

No. 6.—REFUNDS, 1891-92.
CANAL TOLLS.

Canal.	To whom paid.	Date.	Office.	Refunds of Tolls on	Under what Authority refunded.	Amount.	Total.
Welland..	Montreal Transportation Co.	1891. Dec. —	Port Colborne	Grain	Refunded under Re- vised Statutes, chap. 29, sec. 8...	\$ cts. 33,851 16	\$ cts.
do	K. & M. Forwarding Co.	do	do	do	do	10,532 70	
do	do	do	do	do	do	745 92	
do	A. E. D. Mackay's Sons.	do	do	do	do	1,378 08	
do	John Malcolmson	do	do	do	do	315 54	
do	Fred. Elliott	do	do	do	do	119 16	
do	A. M. Robertson	do	do	do	do	187 06	
do	A. B. Miller	do	do	do	do	216 00	
do	G. E. Jacques & Co.	do	do	do	do	1,407 24	
do	Montreal Transportation Co.	do	do	do	do	106 92	
do	J. B. Fairgrievies & Son.	do	do	do	do	578 88	
do	K. & M. Forwarding Co.	do	do	do	do	216 54	
do	John Malcolmson	do	do	do	do	179 28	
do		1892.					
do	K. & M. Forwarding Co.	April 30.	do	do	do	120 42	
do	do	June 30.	do	do	do	3,123 72	
do	do	do 30.	do	do	do	410 76	
do	do	do 30.	do	do	do	908 04	
do	O. A. Thorp & Co.	do 30.	do	do	do	52 92	
do	Thomas Nyles & Sons.	do 30.	do	do	do	119 26	
do		1891.					
do	Beemer & Sullivan	July 4.	do	Sand for canal construction		102 48	
do		1892.					
do	H. A. Young.	Mar. 24.	do	Overpaid tolls on flour		15 16	
				Total refunds, Welland Canal			64,387 73

REFUNDS.

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St. Lawrence...	Montreal Transportation Co.	1891.	Kingston	Unused portion of pass, 1 section, St. Lawrence.	19 38	
do	Captain D. W. Salvail	Sept. 7	do	Overpaid tolls, 1 sec., St. Lawrence.	2 66	
do	Prosper Laplante	Oct. 19	do	do on barge "Ontario," 1 sec., St. Lawrence.	17 61	
do	Montreal Transportation Co.	1892.	Montreal	Cement for canal construction.	77 05	
do	D. Leroux	Jan. 21	do	Refund of fine.	10 00	
do	Wm. Davis & Son	Mar. 24	Cornwall	Timber for canal construction.	80 07	
		June 30		Total refunds, St. Lawrence Canals.		206 77
Ottawa	J. R. Ward	Oct. —	Carillon	Overpaid tolls on saw-logs.	144 00	
do	Poupore & Fraser	June 30	Grenville	Lumber for canal construction.	183 03	
				Total refund, Ottawa Canal.		327 03
Rideau	J. P. Tett & Bros.	Mar. 24	Smith's Falls	Overpaid tolls on chemical ore.	26 90	
				Total refund, Rideau Canal.		26 90
				Total refunds.		54,948 43

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

No. 6.—REFUNDS, 1891-92.—RECAPITULATION.

CANAL TOLLS. *Continued.*

Canal.	For whom paid.	Office.	Refund of Tolls on	Under what Authority refunded.	Amount.	Total.
Welland ..	Montreal Transportation Co.	Port Colborne.....	Grain	Refunded under R. S. exp. 2d, sec. 8.	\$ 33,908 04	\$ cts.
do	K. & M. Forwarding Co.	do	do	do	15,758 10	
do	E. D. Mackay & Sons.	do	do	do	1,378 08	
do	John Macdonald.	do	do	do	404 82	
do	Fred Elliott.	do	do	do	110 10	
do	A. M. Robertson.	do	do	do	187 06	
do	J. R. Miller.	do	do	do	210 00	
do	G. E. Jacques & Co.	do	do	do	1,407 24	
do	J. R. Fairgrove & Son.	do	do	do	578 88	
do	O. A. Thorp & Co.	do	do	do	52 92	
do	Thos. Nyles & Son.	do	do	do	110 26	
do	Boerner & Sullivan.	do	do	do	102 48	
do	H. A. Young.	do	do	do	15 15	
			Total refunds, Welland Canal ..			\$4,887 78
St. Lawrence.	Montreal Transportation Co.	Kingston	Unused portion of pass, 1 sec. St. Lawrence.		10 84	
do	do	Montreal	Convent for canal construction ..		77 05	
do	Capt. D. W. Salvail.	Cornwall	Overpaid tolls, 1 sec. St. Lawrence.		9 05	
do	Prosper Laplante.	do	Overpaid tolls on barge "Ontario," 1 sec. St. Lawrence.		17 01	
do	D. Leroux.	Montreal	Refund of fine		10 00	
do	Wm. Davis & Son.	Cornwall.....	Timber for canal construction.....		80 07	
			Total refunds, St. Lawrence Canal.			200 77
Ottawa	J. R. Ward.	Carillon	Overpaid tolls on saw logs.....		144 00	
do	Fouquier & Fraser.	Grenville.	Lumber for canal construction.....		183 08	
			Total refunds, Ottawa Canal.....			327 08
Rideau ..	J. P. Trott & Bros.	Smith's Falls.....	Overpaid tolls on chemical ore		261 00	
			Total refunds, Rideau Canal.....			261 00
			Total refunds.....			\$4,148 43

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TISDALE,
Chief Clerk, Canada Revenue.

CANAL STATISTICS

APPENDIX A—CANALS.

No. 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected, during the Fiscal Year ended 30th June, 1892.

ARTICLES.	From Canadian to Canadian Ports.		From United States to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Ashes, pot and pearl.											36				
Apples.		1,101							110	1,101	1,211		4 63	27 55	32 18
Agricultural products not enumerated, vegetables.											453			29 00	29 00
Agricultural products not enumerated, animal.	1										1				0 15
Agricultural implements.										8,108	8,108			1,621 60	1,621 60
Barley.	225								225		225		31 01		31 01
Bricks.															
Bones.															
Brimstone.					66				66		66		9 90		9 90
Cement and waterlime.									50		50		6 32		6 32
Clay, lime and sand.	8														
Coal.	70				147,850	651	14,083	18,491	161,383	19,142	181,075		32,386 60	5 25	36,215 00
Corn.					111,636		60,256		171,892		171,892		34,378 40	0 02	34,378 40
Cattle.	1								1		1				0 02
Cotton, raw.															
Crockery and earthenware.															
Dye wood and dye stuffs.															
Fish.	35				234				304		305		40 36	0 20	40 56
Flax and hemp.															
Flour.		4,151					2,048		2	15,010	15,012		0 30	2,275 63	2,275 93
Furniture.	1				1				10	7	17		1 50	1 22	2 72
Gypsum.															
Glass, all kinds.	18								34	2	36		5 10	0 40	5 50
Hay, pressed.	100	21							100	21	121		15 00	4 20	19 20
Hogs.															
Horses.															
Hides and skins, horns and hoofs.	55	16			2	2	3		60	21	81		1 85	1 36	3 21
Ice.					73				73		73		10 95		10 95
Iron, railway.	127								350		350		17 60		17 60
									127		127		19 06		19 06

CANAL STATISTICS.

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[illegible]

No. 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....		1,955												
do rafts.....		1,641							1,641	68,481	70,122	286 37	12,241 58	12,528 95
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....		127												
do rafts.....				114						241	241			
Saw logs.....	128	1,875		1,186					138	3,061	3,190	5 88	122 76	128 64
Staves and headings, barrel.....		155								155	155		12 40	12 40
do pipe.....										96	96		17 60	17 60
do W. India.....										132	132		24 68	24 68
Staves, salt barrel.....														
Shingles.....										19	19		7 81	7 81
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....		3,686								25,752	25,752		3,859 56	3,859 56
do rafts.....	319	60							319	60	379	13 89	1 69	15 58
Traverses.....														
Woodenware and wood partly manufactured.....	2					13			15		15	6 00		6 00
Total freight paying tolls.....	5,753	70,399	3,461	25,015	204,669	283,444	14,118	323,320	228,000	702,178	930,178	41,575 40	134,280 81	175,856 21
<i>Free Articles having paid Full Tolls on the St. Lawrence Canals.</i>														
Ashes, pot and pearl.....									31		31			
Agricultural products, &c., vegetables.....			31						20		20			

[illegible]

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

CANAL STATISTICS.

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[illegible]

RAILWAYS AND CANALS.

No. 8.—STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Hop poles.....		960							1,641	67,436	69,077	286 37	12,128 53	12,423 90
Lumber, sawn, in vessels.....						41,154		3,367						
do do in rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
do do in rafts.....														
Saw logs.....														
Staves and headings, barrel pipe.....														
do do West India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....		3,660						22,056		25,716	25,716		3,856 18	3,856 18
do do in rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	2				13				15		15	6 00		6 00
Total freight paying tolls.....	553	51,873	2,617	21,955	204,669	253,444	14,083	322,884	221,922	680,156	902,078	41,407 84	138,032 92	174,440 76
<i>Free Articles having paid full Tolls on the St. Lawrence Canals.</i>														
Ashes, pot and pearl.....			31						31		31			
Agricultural products not enumerated, vegetable.....			29						29		29			
Bricks.....			315						315		315			
Cement and water lime.....	1,250		1,080						2,030		2,030			

RAILWAYS AND CANALS.

APPENDIX A—Continued—CANALS.

No. 9.—STATEMENT showing the Quantity of Way Freight transported on the Welland Canal, and the Amount of Tolls collected during the Fiscal Year ended 30th June, 1892.

[illegible]

CANAL STATISTICS.

[illegible]

RAILWAYS AND CANALS.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Hoops.....															
Hop poles.....															
Lumber, sawn, in vessels.....		985				50					1,045			113 05	113 05
do rafts.....															
Masts, spars and telegraph poles, in vessels.....															
Masts, spars and telegraph poles, in rafts.....															
Railway ties, in vessels.....		127		114						241	241			13 78	13 78
do rafts.....															
Saw logs.....	129	1,875		1,186					129	3,061	3,190	5 88		122 76	128 64
Staves and headings, barrel do.....		165								165	165			12 40	12 40
do pipe do.....															
do do W. India.....															
Staves, salt barrel.....										19	19			7 81	7 81
Shingles.....															
Split posts and fence rails, in vessels.....															
Split posts and fence rails, in rafts.....															
Timber, square, in vessels.....		36								36	36			3 38	3 38
do rafts.....	319	60							319	60	379	13 80		1 69	15 58
Traverses.....															
Woodenware and wood partly manufactured.....															
Total freight paying tolls.....	5,199	18,526	844	3,060			36	436	6,078	22,022	28,100	167 56		1,257 89	1,425 45
Timber passed free from Welland to Port Robinson.....		263								263	263				
Grand total, freight.....	5,199	18,789	844	3,060			36	436	6,078	22,285	28,363				

Total tolls on Accounts

1901	1902	1903	1904	1905	1906	1907
113 05	103 04	103 04	103 04	103 04	103 04	103 04

APPENDIX A—Continued—CANALS.

No. 10.—(GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1892.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Ashes, pot and pearl.....	6	60							48	60	108	7 69		12 00		19 69
Apples.....	49	5,045			6				56	5,045	5,100	4 87		722 95		727 82
Agricultural products not enumerated, vegetable.....	206	2,102							325	2,102	2,427	44 68		138 30		178 07
Agricultural products not enumerated, animal.....	54	1,144							55	1,144	1,199	5 32		167 57		172 89
Agricultural implements.....	87	6					1		87	6	93	12 97		0 95		13 92
Barley.....	220	20,082							220	20,082	21,292	4 40		543 33		548 28
Bricks.....	12,865	76	315				147		12,827	76	12,903	523 94		2 88		526 80
Bones.....		121					13		13	121	134	0 49		16 10		16 59
Brickstone.....	282						9		291		291	27 86				27 86
Cement and water lime.....	3,100	215	1,574						4,734	215	4,949	667 46		8 10		675 56
Clay, lime and sand.....	19,382	8,618	191				3,227		22,800	8,618	31,418	883 81		551 01		1,434 82
Coal.....		42,044		62		185			8	171,721	171,721	0 72		23,698 02		23,698 02
Com.....	8	859				24			42	848	890	2 31		25 94		26 75
Cattle.....	42	348														
Cotton, raw.....	187	16							323	16	339	61 92		3 05		64 97
Crockery and earthenware.....	76	13							76	13	89	4 70		2 60		7 30
Dye, wax and dye stuffs.....	690	40	57						717	40	757	92 71		2 70		95 41
Fish.....												0 04				0 04
Flax and hemp.....	1								1		1					
Flour.....	580	8,710			7	74			596	8,784	9,380	41 07		553 30		594 43
Furniture.....	331	775	1						332	775	1,107	38 55		133 14		171 69
Gypsum.....	1,779	141							1,779	141	1,920	24 61		5 33		29 94
Glass, all kinds.....	342	91	31						373	91	464	73 94		10 55		84 49
Hay, pressed.....	936	455	35		8				979	455	1,434	39 16		27 45		66 62
Hops.....		11					11			11	11			1 65		1 65
Horses.....	133	280							133	280	413	8 40		19 16		27 56
Hides and skins, horns and heads.....	1	43							1	43	44	0 05		6 38		6 43
Ice.....	3,318	6							3,318	6	3,324	495 84		0 54		496 38
Iron, railway.....	3,030	11	56						3,086	11	3,706	492 60		0 42		493 08

	12,846	686	383				13,229	686	13,915	727	20	29	34	756
do all other														
Iron ore														
Kryolite, chemical ore and other ore, except iron		1,205						1,205	1,205			60	25	60
Lard and lard oil	101	208	16				117	208	325	12	58	15	37	27
Meat, all kinds	54	685					33	685	739	5	24	33	80	39
Meats, other than pork	33	2					33	2	36	3	60	0	30	3
Masble	15						15		15	2	94			2
Manilla														
Molasses	700	24				125	825	24	849	81	35	1	20	82
Nails	1,974	664	327				2,801	664	2,965	443	20	35	15	478
Oats	752	20,525					752	20,525	21,277	25	47	705	15	730
Oil, in barrels	738	157	41		5	48	832	161	993	118	57	24	10	142
Oil cake	12						12		12	1	10			1
Pease	860	46,939					860	46,939	47,799	17	35	1,509	75	1,527
Potatoes	9	139					9	139	148	0	44	9	65	10
Pork	448	211					448	211	659	43	95	14	49	58
Paint	263	219	24				267	219	506	54	39	16	65	71
Pitch and tar	80	33	21				332	33	365	28	68	2	75	31
Rags	6	180					6	180	186	0	90	35	50	36
Rye	94	1,978					94	1,978	2,072	3	20	84	51	87
Rosin	754	113					1,803	113	1,916	9	20	5	65	96
Salt	4,122	39	2,786			1,049	6,968	41	7,009	896	26	1	97	898
Stone, intended for cutting	328	1,585	145			2,418	2,801	1,585	4,476	125	31	235	50	360
do wrought	368					8	366		366	18	75			18
do not suitable for cutting, unwrought														
Seeds, all kinds	8,058	9,138					8,058	9,138	9,138			189	15	189
Sheep		2,023						2,023	10,061	301	66	103	34	405
Soda ash	482	30	213				697	30	727	132	71	5	10	137
Steel	826	14	29			2	835	14	869	116	42	0	56	116
Sugar	3,257	26	615				3,872	26	3,898	740	53	1	75	742
Spirits, beer, &c	381	475	302				683	475	1,158	123	80	92	60	216
Tobacco, raw	7	1					7	1	8	0	70	0	15	0
Tallow	3					13	26		26	2	44			2
Tin	456	43	48				506	43	549	97	66	2	90	100
Turpentine	11	14				64	75	14	89	5	11	0	70	5
Wheat	4,113	28,132					4,113	35,976	40,089	92	03	2,040	34	2,182
White lead	148		8				156		156	30	63			30
Whiting	304		50				354		354	71	50			71
Wool	9	2	2				11	2	13	1	65	0	30	1
All other goods and merchandise not enumerated														
Barrel	6,157	2,924	763		454	212	7,586	3,453	11,039	1,165	43	472	05	1,637
Barrels, empty		13						13	13			3	75	3
Boat knees	181	20	12		2		233	22	255	32	15	2	16	34
Boats														
Floats	260	3,944					260	3,944	4,204	3	90	70	42	74
Firewood in vessels	2,885	7,536			1,065	87	3,072	8,601	11,673			264	62	815
do														
Hoops														

No. 10.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.			
Hop poles															\$ cts.	
Lumber, sawn, in vessels.	25,995	15,185	789	416					25,784	15,601	42,385	932	01	497	56	1,429 57
do rafts.		4								4				0	15	0 15
Masts, spars and telegraph poles, in vessels.																
Masts, spars and telegraph poles, in rafts.	496	19,068							496	30	19,068			476	70	476 70
Railway ties, in vessels.											536	9	90	0	59	10 49
do rafts.																
Saw logs.	197	14,360							197	14,360	14,577	4	50	328	72	333 22
Staves and headings, barrel.																
do do pipe.										8	8			0	30	0 30
do do West India.																
Staves, salt barrel.																
Shingles.	4	6							4	6	10	0	50	0	75	1 25
Split posts and fence rails, in vessels.																
Split posts and fence rails, in rafts.	434	2,093							434	2,093	2,527	7	13	35	17	42 30
Timber, square, in vessels.																
do rafts.	3,732	4,510							3,732	4,510	8,242	96	20	121	80	218 00
Traverses.		9,376								9,376	9,376			24	40	24 40
Woodenware and wood, partly manufactured.	42	8							42	8	50	15	90	0	90	16 80
Total freight : aying tolls.	131,109	282,576	9,030	1,545	613	1,559	7,598	141,543	148,310	427,223	575,538	10,297	76	35,152	09	45,449 85
Free Articles, having paid full Tolls on the Welland Canal.																
All other vegetables		2								2	2					
Ashes.		36								36	36					
Barrels, empty.		1								1	1					
Corn.		57,156								57,156	57,156					
Flour.		3,367								3,367	3,367					

[illegible]

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

CANAL STATISTICS.

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Iron, railway	3,282	1	3,282	492 30	0 15	492 45
do pig	3,088	12	3,088	493 20	1 80	493 20
do all other	1,448	12	1,448	274 65		276 45
Iron ore						
Kryolite, chemical ore and other ore, except iron						
Lard and lard oil	29	1,205	1,205	60 25		60 25
Meal, all kinds	18	65	110	6 75		16 50
Meats, other than pork	7	27	45	2 70		8 75
Marble	9	2	9	1 05		1 85
Manilla				1 80		1 80
Molasses	64		84			
Nails	1,489	13	1,820	16 80		16 80
Oats		2,673	2,673	363 20	2 60	365 80
Oil, in barrels	311	107	459	223 24	223 24	223 24
Oil cake				70 40	21 40	91 80
Pease		12,840	12,840			743 00
Potatoes		5	5		743 00	743 00
Pork	8	58	66		0 75	0 75
Paint	187	38	211	1 20	8 70	9 90
Pitch and tar	25	7	53	42 20	7 60	49 80
Rags	3	175	178	9 20	1 40	10 60
Rye		643	643	0 60	35 00	35 60
Rowin	2		2	53 16	53 16	53 16
Salt	1,708		4,494	0 40		0 40
Stone intended for cutting			4,494	674 10		674 10
do wrought	3	1,565	1,710	21 75	234 75	256 50
do not suitable for cutting, unwrought			3	0 60		0 60
Seeds, all kinds		100	100		8 40	8 40
Sheep		251	251		37 65	37 65
Soda ash	402	2	2		0 30	0 30
Steel	600	24	615	123 00	4 80	127 80
Sugar	2,220	3	629	94 35		94 35
Spirits, beer, &c	140	458	2,838	567 00	0 60	567 60
Tobacco, raw			3	88 40	91 60	180 00
Tallow	13	1	1		0 15	0 15
Tin	392	5	13	1 95		1 95
Turpentine	6		445	88 00	1 00	89 00
Wheat		8,588	6	1 20		1 20
White lead	127		16,412		1,661 26	1,661 26
Whiting	243		135	27 00		27 00
Wool	9	2	233	58 60		58 60
All other goods and merchandise not enumerated	2,899	1,734	5,387	1 05	0 30	1 95
Bark				730 60	346 80	1,077 40
Barrels, empty	127	14	142	23 64	1 70	25 34
Boat knees						
Floats						
Firewood, in vessels		435	435		29 00	29 00

No. 11.—STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....												\$ cts.	\$ cts.	\$ cts.
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	243	843							416	243	843	21 75	80 25	102 00
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
do rafts.....														
Saw logs.....														
Staves and headings, barrel do do pipe.....														
do do W. India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....														
do rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	39								39			15 00		15 00
Total freight paying tolls.....	22,729	97,852		8,186			120,757		30,915	218,609	240,524	5,218 19	28,809 46	34,027 65
Free Articles having paid full Tolls on the Welland Canal.														
All other, vegetable.....											2			2
AMOUNT.....											2			2

Corn.....	54,069																				54,069																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

APPENDIX A—Continued—CANALS.

No. 12.—STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Fiscal Year ended 30th June, 1892.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.	
Ashes, pot and pearl.....	3								9		9	0 89			0 89
Apples.....	49	309			6				55	309	364	4 87	12 55		17 42
Agricultural products not enumerated, vegetable.....	65	216							65	219	281	5 68	7 40		13 08
Agricultural products not enumerated, animal.....	46	52					1		47	52	99	4 12	3 77		7 89
Agricultural implements.....	87	2							87	2	89	12 97	0 15		13 12
Barley.....	220	8,719							220	8,719	8,939	4 40	191 06		195 46
Bricks.....	12,318	76					137		12,465	76	12,541	469 64	2 86		472 50
Bones.....	28	28					13		13	28	41	0 49	2 15		2 64
Brimstone.....	282						9		291		291	27 86			27 86
Cement and water lime.....	846	215							846	215	1,061	84 26	8 10		92 36
Clay, lime and sand.....	19,327	6,636					3,227		22,554	6,636	29,190	846 91	253 71		1,100 62
Coal.....		4,096								25,870	25,870	0 72	1 26		1,818 37
Corn.....	8	14					24		8	38	46	2 16	24 14		26 30
Cattle.....	41	336							41	336	377				
Cotton, raw.....															
Crockery and earthenware.....	81	1							81	1	82	13 52	0 05		13 57
Dye wood and dye stuffs.....	74								74		74	4 30			4 30
Fish.....	187	40							187	40	227	13 21	2 70		15 91
Flax and hemp.....	1								1		1	0 04			0 04
Flour.....	589	79			7	74			596	153	749	41 07	8 71		49 78
Furniture.....	247	158							247	158	405	21 55	9 74		31 29
Gypsum.....	1,779	141							1,779	141	1,920	24 61	5 33		20 94
Glasses, all kinds.....	52	54							52	54	106	9 74	3 16		12 80
Hay, pressed.....	936	455			8				979	455	1,434	39 16	27 46		66 62
Hogs.....															
Horses.....	123	269							123	269	393	6 80	14 81		21 71
Hides and skins, horns and hoofs.....	1	1							1	1	2	0 05	0 08		0 13
Ice.....															
Iron, railway.....	36	5							36	5	41	3 51	30		3 81

CANAL STATISTICS.

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do pig.....	607	11	11,338	674	618	29 46	0 42	29 88
r do all other.....	11,338	674			12,072	452 55	27 54	480 09
Iron ore.....								
Kryolite, chemical ore and other ore, except iron.....								
Lard and lard oil.....	72	143			215	5 83	5 62	11 45
Meal, all kinds.....	36	658			694	2 54	23 75	32 29
Meats, other than pork.....	26				26	2 64		2 64
Marble.....	6				6	1 14		1 14
Manilla.....								
Molasses.....	616	24			765	64 55	1 20	65 75
Nails.....	485	651			651	80 00	32 55	112 55
Oats.....	752	17,852			18,604	25 47	481 91	507 38
Oil, in barrels.....	427	50			534	48 17	2 70	50 87
Oil cake.....	126				12	1 10		1 10
Pease.....	860	34,099			34,069	17 36	766 75	784 11
Potatoes.....	9	134			134	0 44	8 90	9 34
Pork.....	440	153			153	42 75	5 79	48 54
Paint.....	76	181			257	12 19	9 05	21 24
Pitch and tar.....	64	26			312	19 48	1 35	20 83
Rags.....	3	5			8	0 30	0 50	0 80
Rye.....	94	1,335			1,429	3 20	31 35	34 55
Rwin.....	752	113			1,914	90 89	5 65	96 54
Salt.....	2,474	39			2,515	222 16	1 97	224 13
Stane intended for cutting.....	328	20			2,768	103 56	0 75	104 31
do wrought.....	365				363	18 15		18 15
do not suitable for cutting, unwrought.....								
Seeds, all kinds.....	8,058	9,038			9,038		180 75	180 75
Sheep.....		1,772			9,830	301 66	65 69	367 35
Soda ash.....	80	6			98		7 52	7 52
Steel.....	226	14			88	9 71	0 30	10 01
Sugar.....	1,037	23			240	22 07	0 56	22 63
Spirits, beer, &c.....	241	17			1,060	173 53	1 15	174 68
Tobacco, raw.....	7				258	35 40	1 00	36 40
Tallow.....					7	0 70		0 70
Tin.....	66	13			13	0 49		0 49
Turpentine.....	5	38			38	9 66	1 90	11 56
Wheat.....	4,113	14			104	3 91	0 70	4 61
White lead.....	21	19,564			83			
Whiting.....	61				23,657	92 03	429 08	521 11
Wool.....					21	3 63		3 63
All other goods and merchandise not enumerated.....					61	12 90		12 90
Bark.....	3,258	1,190			1,719	5,652	434 83	125 25
Barrels, empty.....	54	13			13		3 75	3 75
Boat knees.....		6			8		0 46	8 97
Floats.....	260							
Firewood, in vessels.....	2,985	3,944			3,944	19 44	54 88	74 32
do rafts.....		7,101			8,105	51 26	235 62	286 88

RAILWAYS AND CANALS.

No. 12.—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total of Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Hoops												\$	cta.	\$ cta.
Hop poles														
Lumber, sawn, in vessels	25,752	14,342							25,541	14,758	41,299	910 25	417 31	1,327 57
do rafts		4								4			0 15	0 15
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels	496	19,068							496	19,068	19,068	9 90	0 59	10 49
do in rafts		30								30	526			
Saw logs	197	14,380							197	14,380	14,577	4 50	328 72	333 22
Staves and headings, barrel														
do pipe														
do W. India		8								8	8		0 30	0 30
Staves, salt barrel														
Shingles	4	6							4	6	10	0 50	0 75	1 25
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	434	2,093							434	2,093	2,527	7 13	35 17	42 30
do rafts	3,732	4,510							3,732	4,510	8,242	96 20	121 80	218 00
Traverses		9,376								9,376	9,376		24 40	24 40
Woodenware and wood partly manufactured	3	8							3	8	11	0 30	0 90	1 20
Total freight paying tolls	108,380	184,724	844	1,545	613	1,559	7,558	20,786	117,395	208,614	326,009	5,095 11	6,327 09	11,422 20
Free Articles, having paid full tolls on the Welland Canal.														
Corn		2,487								2,487	2,487			

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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892

	835	835	835	835	41 75
Kryolite, chemical ore and other ore, except iron.					
Lard and lard oil	27	27	27	27	2 47
Meal, all kinds	55	55	55	55	5 27
Meats, other than pork					
Marble					
Manilla	24	24	24	24	1 42
Molasses	10	10	10	10	0 75
Nails	1	1	1	1	221 38
Oats	12	12	12	12	2 70
Oil, in barrels					
Oil cake	3,141	3,141	3,141	3,141	214 62
Pease	654	654	654	654	57 14
Potatoes	18	18	18	18	2 04
Pork	1	1	1	1	0 19
Paint					
Pitch and tar	6	6	6	6	0 96
Rags	48	48	48	48	4 42
Rye					
Resin	15	15	15	15	1 39
Salt					
Stone intended for cutting					
do wrought	3	3	3	3	0 29
do not suitable for cutting, unwrought					
Seeds, all kinds	33	33	33	33	2 76
Sheep	411	411	411	411	31 00
Soda ash					
Steel	16	16	16	16	0 50
Sugar	50	50	50	50	10 84
Spirits, beer, &c.	17	17	17	17	1 53
Tobacco, raw					
Tallow	29	29	29	29	2 52
Tin	2	2	2	2	0 15
Turpentine					
Wheat	24	24	24	24	2 19
White lead	1	1	1	1	0 19
Whiting	1	1	1	1	0 05
Wool	7	7	7	7	0 70
All other goods and merchandise not enumerated	297	297	297	297	50 29
Bark					
Barrels, empty	32	32	32	32	4 03
Boat knees	1	1	1	1	0 03
Floats	30,480	30,480	30,480	30,480	323 75
Fire-wood, in vessels	39,548	40,307	40,472	40,472	1,006 47
do rafts	120	120	120	120	1 20
Hoops	4	4	4	4	0 41
Hop poles					
Lumber, sawn, in vessels	325,711	325,711	325,711	325,711	30,707 22
do rafts	95	95	95	95	1 11
Masts, spars, and telegraph poles, in vessels	40	40	40	40	3 31
do do rafts					

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

[illegible]

APPENDIX A—Continued—CANALS.

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chamby Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1892.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												\$ cts.
Apples	3	909							3	955	968	61 84
Agricultural products not enumerated, vegetable do do animal.							46	1			1	0 10
Agricultural implements												
Barley	329	338	504						504	338	842	44 92
Bricks		100					237		329	337	686	38 70
Bones			341						341		341	34 10
Brunstone												
Cement and water lime.							31			31	31	3 10
Clay, lime and sand	410	245					4,092		410	4,337	4,747	471 87
Coal	40	215					85,643		40	85,863	85,903	8,386 61
Corn												
Cattle		60								60	60	2 00
Cotton, raw.												
Crockery and earthenware.		15								15	15	1 50
Dye wood and dye stuffs.							62			62	62	6 20
Fish												
Flax and hemp												
Flour	237	36							237	36	273	9 10
Furniture							2			2	2	0 58
Gypsum												
Glass, all kinds.												
Hay, pressed.	625	2,345	133						758	2,345	3,103	138 06
Hogs												
Horses		9								9	9	0 30
Hides and skins, horns and hoofs.												
Ice.												
Iron, railway												
do pig												
do all other.	25								25		25	0 84
do ore.												

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Amount of Tolls.	\$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite, chemical ore and other ore, except iron												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla							120				120	12 00
Molasses												
Nails									484	1,391	1,875	94 80
Oats		1,391					23			36	35	3 49
Oil, in barrels		6										
Oil cake										1,513	1,513	50 50
Pease									3		3	0 24
Potatoes	3											
Pork												
Paint							4			4		0 40
Pitch and tar							118			118	118	11 80
Rags												
Rye												
Rosin												
Salt	124						2,042			2,042	2,042	204 20
Stone intended for cutting	1,012								124		124	5 18
do wrought	373								1,012		1,012	101 20
do not suitable for cutting, unwrought												
Seeds, all kinds							900		373	900	1,273	102 45
Sheep							426			426	426	42 60
Soda ash	3											
Steel		176					149		3	176	179	5 97
Sugar										149	149	9 93
Spirits, beer, &c.												
Tobacco, raw												
Tallow												
Tin												
Turpentine												
Whale head												
Whiting							42			42	42	4 20

CANAL STATISTICS.

45

Wool.....	685	327	443	2,366	685	3,166	3,851	288 33
All other goods and merchandise not enumerated								
Bark.....	5		13		18		18	1 64
Barrels, empty.....								
Boat knees.....							3	0 25
Floats.....	11,561	594	12,474		24,035	594	24,629	810 05
Firewood, in vessels.								
do in rafts.....								
Hoops.....								
Hop poles.....								
Lumber, sawn, in vessels.	33,538		63,474		97,012		97,012	5,749 70
do in rafts.....			63		63		63	5 00
Masts, spars, and telegraph poles, in vessels.								
do do in rafts.....								
Railway ties, in vessels.	1,092		827		1,919		1,919	153 16
do in rafts.....								
Saw logs.....								
Staves and headings, barrels.								
do do pipe.....								
do do West India.....								
Staves, salt barrel.....								
Shingles.....								
Split posts and fence rails, in vessels	7		28		35		35	14 21
do do in rafts.....								
Timber, square, in vessels								
do in rafts.....								
Traverses.....								
Woodenware and wood partly manufactured								
Total freight paying tolls.....	50,072	8,282	78,341		128,413	105,070	233,483	16,871 12
Coal free.....	345				345		345	
Grand total freight.....	50,417	8,282	78,341		128,758	105,070	233,828	
Total tolls on vessels.....								
do passengers.....								2,303 63
do free goods.....								75 19
Fines and damages.....							\$30.34	
Other receipts.....								13 00
Total revenue exclusive of hydraulic rents.....								75 30
								19,338 24

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

CANAL STATISTICS.

	2,049	535	2,049	535	2,584	128 90
Kryolite, chemical ore and other ore, except iron.....						1 96
Lard and lard oil.....	22	27	22	27	49	1 96
Meal, all kinds.....		35		35	35	0 83
Meats, other than pork.....	11	9	11	9	20	0 55
Marble.....	4	2	4	2	6	0 54
Manilla.....						
Molasses.....	79	1	79	1	80	7 36
Nails.....	306	5	306	5	311	28 35
Oats.....	140	770	140	770	910	26 28
Oil, in barrels.....	177	275	177	275	452	42 53
Oil cake.....	3	3			3	0 11
Pease.....	121	28	121	28	149	4 57
Potatoes.....	16	277	16	277	293	7 97
Pork.....	227	57	227	57	284	7 44
Paint.....	25	1	25	1	26	2 57
Pitch and tar.....	20		20		20	1 86
Rags.....	8	6	8	6	14	1 54
Rye.....	137	25	137	25	162	4 11
Rosin.....	5		5		5	0 45
Salt.....	1,781	176	1,781	176	1,967	55 14
Stone intended for cutting.....	29	37	29	37	66	3 00
do wrought.....	20	4	20	4	24	2 91
do not suitable for cutting, unwrought.....					280	6 61
Seeds, all kinds.....	8	8	8	8	16	0 51
Sheep.....	5		5		5	0 14
Soda ash.....	14		14		14	1 85
Steel.....	31		31		31	1 04
Sugar.....	580	65	580	65	645	63 00
Spirits, beer, &c.....	67	15	67	15	82	7 43
Tobacco, raw.....	1		1		1	0 03
Tallow.....						
Tin.....	14		14		14	1 25
Turpentine.....						
Wheat.....	24	146	24	146	170	5 03
White lead.....	23		23		23	2 04
Whiting.....	34		34		34	3 00
Wool.....	1	5	1	5	6	0 24
All other goods and merchandise not enumerated.....	773	482	773	482	1,255	142 07
Bark.....	20	53	20	53	73	2 95
Barrels, empty.....	75	27	75	27	102	7 57
Boat knees.....						
Boat nails.....						
Floats.....	440	300	440	300	740	11 90
Firewood, in vessels.....	24,508	3,056	24,508	3,056	27,564	479 90
do do rafts.....						
Horns.....						
Hop poles.....						
Lumber, sawn, in vessels.....	16,469	10,126	16,469	10,126	33,629	1,337 59
do do rafts.....		10		10	10	0 38
Masts, spars and telegraph poles, in vessels.....		34		34	34	1 08

No. 15.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From Canadian to United States Ports.		Tons.		Total Tons.	Amount of Toll.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.	5,805	66							5,805	66	5,431	\$ cts.
do do rafts	815								815		815	571 27
Saw logs	61	187							61	187	248	80 09
Shingles.	77	61							77	61	138	6 00
Split posts and fence rails, in vessels	5	9							5	9	14	22 19
do do rafts												2 51
Timber, square, in vessels	495	20							495	20	515	21 77
do do rafts	83	14							83	14	97	8 26
Traverses	7	16							7	16	23	2 55
Woodenware and wood partly manufactured.												
Total freight paying toll.	57,570	27,998	6,934						64,504	27,998	92,492	3,077 93
Coal, free, per Order in Council.	4,275								4,275		4,275	
Firewood	4,390								4,390		4,390	
Stone, free, for canal construction.	350								350		350	
Chemical ore, free, having paid full tolls on Welland Canal.												
Grand total freight.	64,575	28,542	6,934						73,509	28,542	102,051	
Total tolls on vessel.												1,798 75
do passengers.												140 42
do coal, free.												\$114 11
do firewood, free.												73 00
do stone, free.												8 18
do chemical ore, free.												27 70
Wharfage and storage.												131 18
Fines and damages.												20 00
Other receipts.												314 70
Total revenue, exclusive of hydraulic rents.												6,042 06

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1892.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish	20	636							20	636	656	\$ 56
Flour	1,839	68							1,839	68	1,907	19 07
Coal	220	25,390							220	25,390	25,610	256 10
Lumber	2,376	1,044							2,376	1,044	3,420	34 20
Other agricultural products	3,945	5,597							3,945	5,597	9,542	95 42
Other merchandise	1,461	509							1,461	509	1,970	19 70
Total freight paying tolls.	9,861	33,244							9,861	33,244	43,105	431 05
Tolls on vessels												1,885 98
Other receipts												3 28
Total revenue												2,320 31

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A.—*Continued*—CANALS.

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1892.

[illegible]

[illegible]

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railways ties, in vessels.....	115								115		115	\$ cts.
do rafts.....	170	10							170	10	180	2 39
Saw logs.....	3,089	125							3,089	125	3,214	7 46
Staves and headings, barrel												25 54
do pipe												
do do West India												
Staves, salt barrel.....	162	9							162	9	171	14 83
Shingles.....												
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels	90	1,143							90	1,143	1,233	0 75
do rafts.....	25	200							25	200	225	15 38
Traverses.....												4 50
Woodenware and wood partly manufactured.												
Total freight paying tolls.....	17,717	4,241							17,717	4,241	21,958	284 09
Total tolls on vessels.....												329 10
do passengers.....												95 65
Other receipts.....												72 00
Total revenue exclusive of hydraulic rent.....												760 84

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

APPENDIX A—Continued—CANALS.

No. 18.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1892.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl												
Apples	104	54							104	54	158	3 03
Agricultural products not enumerated, vegetable do do animal	10	255							10	255	265	5 12
Barley	10	2							10	2	12	0 35
Bricks	36	565		360					366	565	961	18 04
Bones												
Brimstone	1	2							1	2	2	0 04
Cement and water lime	101								101		101	1 90
Clay, lime and sand												
Coal		572										
Corn	3								3		1,559	28 33
Cattle	3	2							3	2	5	0 06
Cotton, raw												
Crockery and earthenware	11								11		11	0 28
Dye wood and dye stuffs	2								2		2	0 05
Fish	6								6		6	0 12
Flax and hemp												
Flour	9								9		9	0 18
Furniture	72	8		10					82	11	93	2 41
Gypsum												
Glass, all kinds	12								12		12	0 32
Hay, pressed												
Hogs												
Horses	34	11		3					37	12	49	0 98
Hides and skins, horns and hoofs	1								1		1	0 02
Ice	150								150		150	3 75
Iron, railway do pig do all other	42	1							42	1	43	0 82
do ore												

No. 18.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite, chemical ore and other ore, except iron.												\$ etc.
Lard and lard oil.	1								1		1	0 02
Meat, all kinds.												
Molasses, other than pork.												
Marble.	8								8		8	0 21
Manilla.												
Molasses.	44								44		44	1 10
Nails.	82						12		44		14	2 88
Oats.	17	17							17	17	34	0 04
Oil, in barrels.	18	67							18	67	75	1 02
Oil cake.	1								1		1	0 02
Peanut.	48	041					12		60	041	701	18 17
Potatoes.	7						7		7		7	0 14
Pork.												
Paint.	2	5							2	5	7	0 18
Pitch and tar.												
Rags.												
Rye.	202								202		202	5 80
Rosin.	1	28						28	1	51	52	0 00
Salt.												
Stone intended for cutting.												
do wrought.												
do not suitable for cutting, unwrought.	1,511	30							1,511	30	1,541	15 41
Seeds, all kinds.		152							102		102	2 80
Sheep.	10								10		10	0 02
Soda ash.	13								13		13	0 38
Steel.												
Sugar.	110								110		110	2 70
Spirits, beer, &c.	8								8		8	0 21
Tobacco, raw.		2								2	2	0 04
Tallow.												
Tin.	1											
Turpentine.												
Wheat.	30	380							1		1	0 03
Whiskey.												
Whiting.	13								30		43	5 1

Wool	965	50	13	965	63	1,028	23 57
All other goods and merchandise not enumerated							
Bark							
Barrels, empty							
Boat knees							
Floats	150	192		342		342	2 85
Firewood, in vessels							
do rafts							
Hoops							
Hop poles							
Lumber, sawn, in vessels	80	463	309	389	463	852	9 60
do rafts							
Masts, spars, and telegraph poles, in vessels							
do do							
do rafts							
Railway ties, in vessels							
do rafts		27			27	27	0 30
Saw logs							
Staves and headings, barrel							
do do pipe							
do do West India							
Staves salt, barrel	3	1		3	1	4	0 21
Shingles							
Split posts and fence rails, in vessels							
do do rafts							
Timber, square, in vessels		3,305			3,305	3,305	41 25
do rafts							
Traverses	1			1		1	0 05
Woodenware and wood partly manufactured							
Total freight paying tolls	3,963	6,630	874	24	1,027	7,657	201 30
Total tolls on vessels							
do passengers							255 84
Total revenue exclusive of hydraulic rent							179 87
							637 01

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

APPENDIX A—

No. 19.—STATEMENT of Traffic on the undermentioned Canals, and the

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.....	370,883	4,150 94	669,196	3,888 03	68,558	226 70
United States vessels, steam.....	470,308	7,062 68	21,030	166 50	378	5 29
Canadian vessels, sail.....	192,981	3,893 09	1,165,469	12,546 61	44,488	580 36
United States vessels, sail.....	108,348	2,405 72	69,070	516 97	115,086	1,491 28
Total, Class No. 1.....	1,142,520	17,512 43	1,924,765	17,118 11	228,510	2,303 63
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	33,996	429 81	64,671	3,036 55	4,298	75 19
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	225	31 01	12,903	526 80	666	38 70
Brimstone.....	66	9 90	291	27 86		
Cement and water lime.....	50	6 32	4,949	675 56	31	3 10
Clay, lime and sand.....	70	5 25	31,418	1,434 82	4,747	471 87
Fish.....	305	40 56	757	95 41		
Gypsum.....			1,920	29 94		
Iron, railway.....	127	19 05	3,324	496 38		
do pig.....	499	99 80	3,706	493 08		
do all other.....	993	172 02	13,915	756 54	25	0 84
Steel.....	8,420	1,263 00	869	116 98		
Salt.....	1,804	354 70	7,009	898 23	124	5 18
Stone, for cutting.....	3,774	754 80	4,476	360 81	1,012	101 20
Apples.....	1,211	32 18	5,100	727 82	958	61 84
Barley.....	8,108	1,621 60	21,202	548 23	842	44 92
Corn.....	171,892	34,378 40	6,561	889 92		
Cotton, raw.....						
Flax and hemp.....			1	0 04		
Flour.....	15,012	2,275 93	4,380	594 43	273	9 10
Hay, pressed.....	121	19 20	1,434	66 62	3,103	138 06
Meals, all kinds.....	29,447	5,889 30	739	39 04		
Oil cake.....			12	1 10		
Oats.....	51,346	10,269 20	21,277	730 62	1,875	94 80
Pease.....	764	128 80	47,799	1,527 11	1,513	50 50
Potatoes.....			148	10 09	3	0 24
Rye.....	68,566	13,713 20	2,072	87 71		
Seeds, all kinds.....	257	51 40	10,081	405 00		
Tobacco, raw.....			8	0 85		
Wheat.....	219,727	43,319 99	40,089	2,182 37		
All other agricultural products, vegetable.....	453	29 00	2,427	178 07	1	0 10
Bones.....			134	16 59	341	34 10
Cattle.....	1	0 02	390	28 25	60	2 00
Hogs.....			11	1 65		
Hides and skins, horns and hoofs.....	73	10 95	44	6 43		
Horses.....	81	3 21	422	27 95	9	0 30
Lard and lard oil.....	17	3 40	325	27 95		
Meats, other than pork.....	80	16 00	35	3 99		
Pork.....	73	14 60	659	58 44		
Sheep.....			100	7 82	179	5 97
Tallow.....	119	18 70	26	2 44		
Wool.....	1,077	215 10	13	1 95		
All other agricultural products, animal.....			1,199	172 89		
Total, Class No. 3.....	584,758	114,766 59	252,225	14,257 39	15,762	1,062 82

Continued—CANALS.

Amount of Tolls collected during the Fiscal Year ended 30th June, 1892.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
139,696	209 76	163,388	656 17	84,809	768 38	31,556	631 12	29,695	229 87
168	0 50	186	2 29	626	15 08			28	0 75
11,345	43 58	158,129	2,200 92	81,735	831 78	62,743	1,254 86	24,053	98 48
92	2 00	24,817	573 55	12,831	183 51				
151,301	255 84	346,520	3,432 93	180,001	1,798 75	94,299	1,885 98	53,776	329 10
No.		No.		No.		No.		No.	
14,939	179 87	12,426	158 65	5,958	140 42			10,374	95 65
Tons.		Tons.		Tons.		Tons.		Tons.	
1	0 02			44	1 26			7	0 68
101	1 90	20	1 97	224	6 01				
6	0 12	7,702	211 49	92	2 16				
		7	0 66	83	2 16	656	6 56		
				10	0 24				
				75	2 25				
43	0 82	66	2 60	419	11 59				
		17	0 50	31	1 04				
52	0 99	15	1 39	1,957	55 14				
				66	3 00				
158	3 03	44	1 93	113	3 88				
961	18 04	150	11 22	375	8 94				
3	0 06	4	0 39	28	0 75				
9	0 18	77	6 60	576	14 70	1,907	19 07	25	0 25
		208	19 17	510	12 05				
		27	2 47	35	0 83				
1	0 02			3	0 11				
34	0 64	2,901	221 38	910	26 28				
701	13 17	3,141	214 62	149	4 57				
7	0 14	654	57 14	293	7 97				
202	3 80	48	4 42	162	4 11				
152	2 86	33	2 76	16	0 51				
2	0 04			1	0 03				
410	7 71	24	2 19	170	5 03				
265	5 12	441	42 02	374	17 78	9,542	95 42		
2	0 04	8	0 80	22	0 88				
5	0 10	760	50 54	7	0 20				
		9	0 72						
1	0 02	16	1 56	19	0 73				
49	0 98	197	9 87	14	0 50				
1	0 02			49	1 36				
		55	5 27	20	0 55				
		43	2 04	284	7 44				
10	0 02	411	31 00	5	0 14				
		29	2 52						
		7	0 70	6	0 24				
		1,449	120 29	462	15 16				
3,176	59 84	18,563	1,030 23	7,604	219 59	12,105	121 05	32	0 93

APPENDIX A—

No. 19.—STATEMENT of the Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl....	36	7 20	103	19 69		
Agricultural implements....	1	0 15	93	13 92		
Crockery and earthenware....			339	64 97	15	1 50
Dye woods and dye stuffs....			89	7 30	62	6 20
Furniture....	17	2 72	1,107	171 69	2	0 58
Glass, all kinds....	36	5 50	464	84 49		
Marble....	3,745	561 75	15	2 94		
Manilla....	179	26 85				
Molasses....	40	7 90	849	82 55	120	12 00
Nails....	75	4 95	2,965	478 35		
Oil, in barrels....	55	7 65	993	142 67	35	3 49
Paint....	22	3 30	506	71 04	4	0 40
Pitch and tar....	49	7 35	365	31 43	118	11 80
Rags....	60	12 00	186	36 40		
Rosin....			1,916	96 94	2,042	204 20
Soda ash....	42	6 30	727	137 81	149	9 93
Sugar....	393	22 30	3,898	742 28		
Stone, wrought....	2	0 30	366	18 75	1,273	102 45
Tin....	258	38 31	549	100 56		
Turpentine....			89	5 81	42	4 20
White lead....			156	30 63		
Whiting....			354	71 50		
Whiskey and all other spirits....	231	45 42	1,158	216 40		
Merchandise, not enumerated....	46,653	6,899 81	11,039	1,637 48	3,851	288 33
Total, Class No. 4....	51,894	7,659 76	28,326	4,265 60	7,713	645 08
<i>Class No. 5.</i>						
Bark....			13	375		
Barrels, empty....	109	22 10	255	34 31	18	1 64
Boat knees....						
Floats....	40	1 75	4,204	74 32	3	25
Firewood, in vessels....	9,321	431 49	11,673	315 88	24,629	810 05
do in rafts....						
Lumber, sawn, in vessels....	70,122	12,536 95	42,385	1,429 57	97,012	5,749 70
do in rafts....			4	0 15	63	5 00
Hoops....						
Railway ties, in vessels....	241	13 78	526	10 49	1,919	153 16
do in rafts....						
Masts, spars and telegraph poles, in vessels....						
do do in rafts....			19,068	476 70		
Square timber, in vessels....	25,752	3,859 56	2,527	42 30		
do in rafts....	379	15 58	8,242	218 00		
Woodenware and wood partly manufactured....	15	6 00	50	16 80		
Shingles....	19	7 81	10	1 25	35	14 21
Split posts and fence rails, in vessels....						
do do in rafts....						
Saw logs....	3,190	128 64	14,577	333 22		
Staves and headings, barrel....	155	12 40				
do do pipe....	96	17 60				
do do West India....	132	24 68	8	30		
do do salt barrel....						
Traverses....			9,376	24 40		
Hop poles....						
Total, Class No. 5....	109,571	17,078 34	112,918	2,981 44	123,679	6,734 01

*Continued—CANALS.**Canals, and the Amount of Tolls collected, &c.—Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
12	0 35	20	3 80	22	2 64				
11	0 28	13	2 05	152	17 56				
2	0 05			73	7 95				
93	2 41	34	4 18	24	2 16				
12	0 32	1	0 19	39	4 10				
8	0 21			57	5 67				
				6	0 54				
44	1 10	24	1 42	80	7 36				
94	2 88	11	0 75	311	28 35				
75	1 92	25	2 70	452	42 53				
7	0 18	1	0 19	26	2 57				
				20	1 86				
		6	0 96	14	1 54				
				5	0 45				
13	0 33			14	1 85				
110	2 79	53	10 84	645	68 00				
		3	0 29	24	2 91				
1	0 03	2	0 15	14	1 25				
43	1 08	1	0 19	23	2 04				
		1	0 05	34	3 00				
8	0 21	21	1 53	82	7 43				
1,028	25 57	386	50 29	1,255	142 07	1,970	19 70	134	4 02
1,561	39 71	602	79 58	3,372	348 83	1,970	19 70	134	4 02
				73	2 95			32	0 94
		32	4 03	102	7 57				
		1	0 03						
		30,490	323 75	740	11 90			1,127	12 16
342	2 85	40,472	1,606 47	27,564	479 90			14,204	145 86
		120							
852	9 60	413,790	30,707 22	33,529	1,337 59	3,420	34 20	868	15 63
		95	1 11	10	0 38			202	3 60
		4	0 41						
		435	71 97	5,431	571 27			115	2 39
				815	86 69			180	7 46
		40	3 31	34	1 68				
								171	10 10
		2,804	76 30					50	0 75
3,305	41 25	3,080	53 64	515	21 77			1,233	15 38
1	0 05	2	0 47	23	2 55				
4	0 21	634	517 31	138	22 19			171	14 83
		4	1 72	14	2 51				
27	30	17,838	410 54	248	6 00			3,214	25 54
		220	0 55	97	8 26			225	4 50
4,531	54 26	510,051	33,780 03	69,333	2,563 21	3,420	34 20	21,792	259 14

APPENDIX A—
No. 19.—STATEMENT of the Traffic on the undermentioned .

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal	181,075	36,215 00	171,721	23,696 02	85,903	8,396 61
Kryolite or chemical ore	2,327	116 35	1,206	60 25		
Iron ore						
Stone, unwrought, not suitable for cutting	203	12 67	9,138	189 15	426	42 60
Ice	350	17 50				
Total, Special Class.	183,955	36,361 52	182,064	23,945 42	86,329	8,429 21
Total freight and tolls	930,178	193,808 45	575,533	65,604 51	233,483	19,249 94
Timber and other wood, free	263	12 00	5,827	668 64		
Wheat, corn, flour, iron, salt, coal, &c., &c., free.	14,312	2,092 40	413,691	12,625 94	345	30 34
Grand totals, passengers and tonnage of vessels not included.	944,753	195,912 85	995,051	78,899 09	233,828	19,280 28

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

*Continued—CANALS.***Canals, and the Amount of Tolls collected, &c.—Concluded.**

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
1,559	28 33	648	23 78	9,319	410 79	25,610	256 10		
		835	41 75	2,584	128 90				
1,541	15 41			280	6 61				
150	3 75								
3,250	47 49	1,483	65 53	12,183	546 30	25,610	256 10		
12,518	637 01	530,699	38,546 95	92,492	5,617 10	43,105	2,317 03	21,958	688 84
		32,933	463 56	4,380	73 00				
				5,179	149 99				
12,518	637 01	563,632	39,010 51	102,051	5,840 09	43,105	2,317 03	21,958	688 84

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the
of Property passed through and the

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds	1,142,520	17,512 43	1,924,765	17,118 11	228,510	2,303 63
Passengers	No. 33,996	429 81	No. 64,671	3,036 55	No. 4,298	75 19
<i>Forest, Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark			13	3 75		
Boat knees						
Floats	40	1 75	4,204	74 32	3	0 25
do Free.						
Firewood	9,321	431 49	11,673	315 88	24,629	810 05
do Free.						
Hoops and hop poles						
Lumber, sawed	70,122	12,536 95	42,389	1,429 72	97,075	5,754 70
do Free.			3,738			
Maats, spars, &c.			19,068	476 70		
Railway ties	241	13 78	526	10 49	1,919	153 16
Saw logs	3,190	128 64	14,577	333 22		
do Free.	263					
Staves, all kinds	383	54 68	8	0 30		
do Free.			128			
Shingles	19	7 81	10	1 25	35	14 21
Split posts and rails						
Timber, square	26,131	3,875 14	10,769	260 30		
do Free.			1,960			
Traverses			9,376	24 40		
Total	109,710	17,050 24	118,439	2,930 33	123,661	6,732 37
<i>Farm Stock.</i>						
Cattle	1	0 02	390	28 25	60	2 00
Hogs			11	1 65		
Horses	81	3 21	422	27 56	9	0 30
do Free.			1			
Sheep			100	7 82	179	5 97
Total	82	3 23	924	65 28	248	8 27
<i>Produce of Animals.</i>						
Bones			134	16 59	341	34 10
Horns and hoofs, hides and skins, raw	73	10 95	44	6 43		
Lard and lard oil	17	3 40	325	27 95		
do Free.	16					
Meats other than pork	80	16 00	35	3 99		
do Free.			94			
Pork	73	14 60	659	58 44		
Tallow	119	18 70	26	2 44		
Wool	1,077	215 10	13	1 95		
do Free.	2					
Agricultural products not enumerated, animal			1,199	172 89		
Total	1,457	278 75	2,529	290 68	341	34 10

Continued—CANALS.

Fiscal Year ended 30th June, 1892, showing the Total Quantity of each Description
Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
151,301	255 84	346,520	3,432 93	180,001	1,798 75	94,299	1,885 98	53,776	329 10
No. 14,939	179 87	No. 12,426	158 65	No. 5,958	140 42	No. ,		No. 10,374	95 65
Tons.		Tons.		Tons.		Tons.		Tons.	
				73	2 95			32	0 94
		1	0 03						
		30,490	323 75	740	11 90			1,127	12 16
		15,020							
342	2 85	40,592	1,607 67	27,564	479 90			14,204	145 86
		3,180		4,390					
		4	0 41						
852	9 60	413,885	30,708 33	33,539	1,337 97	3,420	34 20	1,070	19 23
		587							
		40	3 31	34	1 68			171	10 10
		435	71 97	6,246	657 96			295	9 85
27	0 30	17,838	410 54	248	6 00			3,214	25 54
		11,986							
4	0 21	634	517 31	138	22 19			171	14 83
		4	1 72	14	2 51				
3,305	41 25	5,884	129 94	515	21 77			1,283	16 13
		2,160							
		220	0 55	97	8 26			225	4 50
4,530	54 21	542,950	33,775 53	73,588	2,563 09	3,420	34 20	21,792	259 14
5	0 10	760	50 54	7	0 20				
		9	0 72						
49	0 98	197	9 87	14	0 50				
10	0 02	411	31 00	5	0 14				
64	1 10	1,377	92 13	26	0 84				
2	0 04	8	0 80	22	0 88				
1	0 02	16	1 56	19	0 73				
1	0 02			49	1 36				
		55	5 27	20	0 55				
		43	2 04	284	7 44				
		29	2 52						
		7	0 70	6	0 24				
		1,449	120 29	462	15 16				
4	0 08	1,607	133 18	862	26 36				

APPENDIX A—

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated, vegetable	453	29 00	2,427	178 07	1	0 10
do Free	29		2			
Apples	1,211	32 18	5,100	727 82	958	61 84
Barley	8,108	1,621 60	21,202	548 23	842	44 92
Corn	171,892	34,378 40	6,561	889 92		
do Free			57,156			
Flax and hemp			1	0 04		
Flour	15,012	2,275 93	4,380	594 43	273	9 10
do Free			3,357			
Hay, pressed	121	19 20	1,434	66 62	3,103	138 06
Meals, all kinds	29,447	5,889 30	739	39 04		
do Free			18			
Manilla	179	26 85				
Oats	51,346	10,269 20	21,277	730 62	1,875	94 80
Pease	764	128 80	47,799	1,527 11	1,513	50 50
do Free			524			
Potatoes			148	10 09	3	0 24
Rye	68,566	13,713 20	2,072	87 71		
do Free			67,335			
Seeds, all kinds	257	51 40	10,081	405 00		
do Free			2			
Tobacco, raw			8	0 85		
Wheat	219,727	43,319 99	40,089	2,182 37		
do Free			182,087			
Total	567,112	111,755 05	473,799	7,987 92	8,568	399 56
<i>Manufactures.</i>						
Ashes, pot and pearl	36	7 20	103	19 69		
do Free	31		36			
Agricultural implements	1	0 15	93	13 92		
Barrels, empty	109	22 10	255	34 31	18	1 64
do Free			1			
Bricks	225	31 01	12,903	526 80	666	38 70
do Free	315					
Cement and water lime	50	6 32	4,949	675 56	31	3 10
do Free	2,939		469			
Crockery and earthenware			339	64 97	15	1 50
do Free	141					
Furniture	17	2 72	1,107	171 69	2	0 58
do Free	1					
Glass, all kinds	36	5 50	464	84 49		
do Free	31		1			
Iron, railway	127	19 05	3,324	496 38		
do Free	3,028					
Iron, pig	499	99 80	3,706	493 08		
do do Free	56		371			
do all other	993	172 02	13,915	756 54	25	84
do do Free	452		14			
Molasses	40	7 90	849	82 55	120	12 00
Nails	75	4 95	2,965	478 35		
do Free	570					
Oil	55	7 65	993	142 67	35	3 49
do Free	41					
Oil cake			12	1 10		
Paint	22	3 30	506	71 04	4	40
do Free	28					
Fitch and tar	49	7 35	965	31 43	118	11 80
do do Free	21					
Rosin			1,916	96 94	2,042	204 20

*Continued—CANALS.*Canals, and the amount of Tolls collected thereon, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canals.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
265	5 12	441	42 02	374	17 78	9,542	95 42		
158	3 03	44	1 93	113	3 88	*			
961	18 04	150	11 22	375	8 94				
3	0 06	4	0 39	28	0 75				
9	0 18	77	6 60	576	14 70	1,907	19 07	25	0 25
		208	19 17	510	12 06				
		27	2 47	35	0 83				
34	0 64	2,901	221 38	910	26 28				
701	13 17	3,141	214 62	149	4 57				
7	0 14	654	57 14	293	7 97				
202	3 80	48	4 42	162	4 11				
152	2 86	33	2 76	16	0 51				
2	0 04			1	0 03				
410	7 71	24	2 19	170	5 03				
2,904	54 79	7,752	586 31	3,712	107 43	11,449	114 49	25	0 25
		20	3 80	22	2 64				
12	0 35	13	2 05	152	17 56				
		32	4 03	102	7 57				
				44	1 26			7	0 68
101	1 90	20	1 97	224	6 01				
11	0 28			73	7 95				
93	2 41	34	4 18	39	4 10				
12	0 32	1	0 19	57	5 67				
				10	0 24				
				75	2 25				
43	0 82	66	2 60	419	11 59				
44	1 10	24	1 42	80	7 36				
94	2 88	11	75	311	28 35				
75	1 92	25	2 70	452	42 53				
1	0 02			3	11				
7	0 18	1	0 19	26	2 57				
				20	1 86				
				5	0 45				

APPENDIX A—

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Concluded.</i>		\$ cts.		\$ cts.		\$ cts.
Soda ash.....	42	6 30	727	137 81	149	9 93
do.....Free.	324					
Spirits, whiskey, &c.....	281	45 42	1,158	216 40		
do.....Free.	330		21			
Steel.....	8,420	1,263 00	869	116 98		
do.....Free.	6					
Sugar.....	393	22 30	3,898	742 28		
do.....Free.	628					
Tin.....	258	38 31	549	100 56		
do.....Free.	48					
Turpentine.....			89	5 81	42	4 20
White lead.....			156	30 63		
do.....Free.	6					
Whiting.....			354	71 50		
do.....Free.	50					
Woodenware.....	15	6 00	50	16 80		
Total.....	20,739	1,778 36	57,527	5,680 28	3,267	292 38
<i>Merchandise.</i>						
Brimstone, crude.....	66	9 90	291	27 86		
Clay, lime and sand.....	70	5 25	31,418	1,434 82	4,747	471 87
do.....Free.	191		483			
Coal.....	181,075	36,215 00	171,721	23,696 02	85,903	8,386 61
do.....Free.			99,139		345	
Dye woods and dye stuffs.....			89	7 30	62	6 20
Fish.....	306	40 56	757	95 41		
do.....Free.	433					
Gypsum.....			1,920	29 94		
Ores, all kinds.....	2,327	116 36	1,206	60 25		
do.....Free.	544		1,629			
Marble.....	3,745	561 75	15	2 94		
Rags.....	60	12 00	186	36 40		
Salt.....	1,804	354 70	7,009	898 23	124	5 18
do.....Free.	3,367					
Stone, all kinds.....	3,979	767 77	13,980	568 71	2,711	246 25
do.....			724			
All other goods and merchandise, not enumerated.....	47,003	6,917 31	11,039	1,637 48	3,851	288 33
do.....Free.	684		228			
Total.....	245,653	45,000 50	341,833	28,495 36	97,743	9,404 44
Grand totals, passengers and ton- nage of vessels not included....	944,753	193,808 45	995,051	65,604 51	233,828	19,249 94

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September 1892.

Continued—CANALS.Canals, and the Amount of Tolls collected thereon, &c.—*Concluded*.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
13	0 33			14	1 85				
8	0 21	21	1 33	82	7 43				
		17	0 50	31	1 04				
110	2 79	53	10 84	645	63 00				
1	0 03	2	0 15	14	1 25				
43	1 08	1	0 19	23	2 04				
		1	0 05	34	3 00				
1	0 05	2	0 47	23	2 55				
669	16 67	344	37 61	2,980	232 23			7	0 68
1	0 02								
		7,702	211 49	92	2 16				
1,569	28 33	648	23 78	9,319	410 79	25,610	256 10		
2	0 05			4,375					
6	0 12	7	0 66	24	2 16	856	6 56		
				83	2 16				
		835	41 75	2,584	128 90				
				554					
8	0 21			6	0 54				
		6	0 96	14	1 54				
52	0 99	15	1 39	1,957	55 14				
1,541	15 41	3	0 29	370	12 52				
				350					
1,178	29 32	386	50 29	1,255	142 07	1,970	19 70	134	4 02
4,347	74 45	9,602	330 61	20,883	757 98	28,236	282 36	134	4 02
12,518	637 01	563,632	38,546 95	102,051	5,617 10	43,105	2,317 03	21,958	688 84

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—
No. 21.—STATEMENT showing the Amount of Tolls accrued:

CANALS AND OFFICES.	1891.				
	July.	August.	September.	October.	November.
WELLAND CANAL.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chippewa	3 3	11 24	9 74	6 02	11 34
Collingwood	19,348 57	24,744 30	24,822 34	15,735 24	14,757 11
Dalhousie	6,877 44	6,632 24	5,728 33	24,952 38	2,021 11
Dumfries	4 35	32 72	12 46	36 03	13 11
Macdonald	1 13	12 12	12 46	1 00	1 00
Rockton	10 57	4 28	4 23	36 21	17 44
St. Catharines	4 08	1 24	4 34	65 07	42 44
Total Welland Canal	25,022 27	31,772 30	31,367 40	39,983 75	14,002 11
St. Lawrence CANALS.					
Beauharnois	24 38	23 03	34 38	17 72	11 11
Cardinal	111 38	24 41	17 14	97 02	11 11
Cornwall	4,984 51	2,747 57	12,714 08	2,124 38	12,184 91
Kinston	1,908 73	1,242 40	2,134 51	1,021 24	1,160 24
Lachine	339 39	273 38	3,371 51	457 24	2,171 51
Montreal	4,871 34	4,066 41	3,387 51	2,126 03	2,023 03
Total St. Lawrence Canals	11,926 73	9,541 44	24,479 32	5,602 77	27,432 72
CHAMBLY CANAL.					
Chamblé	1,736 00	1,287 19	86 28	1,521 46	23 46
St. Jean	1,571 41	1,411 14	1,122 11	1,353 16	2,212 46
St. Ours	79 38	99 16	166 73	179 38	13 51
Total Chamblé Canal	3,386 79	2,797 49	2,175 12	3,054 00	2,350 43
OTTAWA CANALS.					
Ottawa	2,707 47	2,629 24	1,388 33	2,471 38	1,523 21
Carleton	1,111 48	6 14	2,711 26	1,242 38	1,021 24
Ottawa	3,017 68	2,542 20	2,711 26	1,563 38	1,021 24
St. Anne	274 57	224 00	2,261 07	302 42	2,171 51
Total Ottawa Canals	6,986 19	5,412 33	4,366 97	4,622 57	3,335 71
ROBERT CANAL.					
Kings & Mills	20 22	37 40	17 46	13 16	112 44
Ottawa	13 72	24 57	30 36	21 64	34 11
St. Anne	171 26	122 51	6 12	32 36	37 44
Total Robert Canal	1,125 50	350 38	54 32	67 36	183 99
St. Peter's CANAL.					
St. Peter's Canal	102 35	111 36	22 77	428 40	22 57
NEW CASTLE DISTRICT CANALS.					
Beauharnois	18 00	11 30	21 57	19 03	1 71
Beauharnois	70 49	91 22	13 57	57 03	2 03
Beauharnois	21 35	19 74	13 57	16 34	6 03
Hastings	8 00	8 05	2 58	1 35	1 35
Beauharnois	0 50	0 50	0 73	0 00	1 35
Beauharnois	10 45	9 40	0 73	0 00	1 35
Total New Castle District Canals	129 45	127 60	125 24	95 05	19 44
MURRAY CANAL.					
Beauharnois	146 00	179 74	63 65	46 05	31 29
Grand Total	49,101 78	50,866 34	49,629 49	47,782 36	26,988 05

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, 30th September, 1892.

Continued—CANALS.

each month during the Fiscal Year, ended 30th June, 1892.

	1892.					Total.
December.	January.	March.	April.	May.	June.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
840 43			6,505 16	3 79	6 06	46 58
24 35			4,878 01	20,211 65	16,662 95	141,745 14
				4,581 77	4,819 45	50,410 74
				29 17	56 04	430 77
13 39			71 01	151 52	1 76	3 99
3 24			30 88	65 84	73 45	618 89
					62 57	552 34
881 41			11,485 06	25,043 74	21,682 28	193,808 45
1 45			127 84	49 85	96 01	1,285 20
66 89				61 22	115 88	757 14
			442 91	2,859 13	4,063 72	23,361 39
4 92				1,139 45	3,450 13	11,869 46
				198 51	261 67	2,249 12
				3,321 64	4,063 61	26,082 20
73 26			570 75	7,649 80	12,041 02	65,604 51
				883 85	1,020 07	7,705 41
				2,507 86	1,659 42	10,853 75
			19 45	71 44	77 55	690 78
			19 45	3,463 15	2,757 04	19,249 94
			261 25	3,548 14	3,347 92	19,631 01
			1 25	23 90	13 03	115 78
			156 65	2,839 98	3,061 44	17,246 74
1 00			5 35	114 46	280 15	1,553 42
1 00			424 50	6,526 48	6,692 54	38,546 95
				157 02	86 56	1,275 08
				406 19	548 34	3,743 93
				41 86	108 08	598 09
				605 07	742 98	5,617 10
163 66	30 92	1 06	180 32	254 58	368 24	2,317 03
			2 36	4 76	21 02	101 38
				19 81	41 33	357 68
			6 14	16 54	33 11	140 56
				13 14	1 93	32 82
			1 00	2 25	7 50	16 70
			1 00	0 50	8 90	39 70
			10 50	57 00	113 79	688 84
			24 39	66 32	80 29	637 01
1,119 33	30 92	1 06	12,714 97	43,666 14	44,478 18	326,469 83

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Fiscal Year ended 30th June, 1892.

VESSELS.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
WELLAND CANAL.													
Canadian vessels, steam.....	1,175	101,036	90,213										\$ cts.
do sail.....	664	36,437	33,133	79,027	3,661	307	.....	7,574	89,065	187,944	182,939	370,889	4,150 94
				55,278	6,452	2	.....	6,905	54,774	98,622	94,359	192,981	3,803 09
Total Canadian.....	1,839	137,473	123,346	134,305	10,113	309	.....	14,479	143,839	286,566	277,298	563,864	8,044 03
United States vessels, steam.....	502	1	1	16,631	189	218,078	183,066	186	51,560	235,496	234,812	470,308	7,062 68
do sail.....	267	666	20	8,964	3,026	41,556	31,497	2,577	20,042	53,763	54,585	108,348	2,405 72
Total United States.....	769	667	21	25,595	3,215	260,234	214,553	2,763	71,608	289,259	289,397	578,656	9,468 40
Grand Total, Welland Canal.....	2,608	138,140	123,367	159,900	13,328	260,543	214,553	17,242	215,447	575,825	566,695	1,142,520	17,512 43
ST. LAWRENCE CANALS.													
Canadian vessels, steam.....	3,073	348,559	287,246	16,912	608	.....	.....	.....	5,871	365,471	303,725	669,196	3,888 03
do sail.....	5,968	594,878	451,422	47,839	320	.....	.....	.....	71,010	642,717	522,752	1,165,469	12,546 61
Total Canadian.....	9,041	943,437	748,668	64,751	928	.....	.....	.....	76,881	1,008,188	826,477	1,834,665	16,434 64
United States vessels, steam.....	508	55	302	4,007	20	7,194	6,892	20	2,540	11,276	9,754	21,030	166 50
do sail.....	649	968	15,989	8,366	1,681	1,107	705	28,722	11,532	39,168	29,907	69,070	516 97
Total United States.....	1,117	1,023	16,291	12,373	1,701	8,301	7,597	28,742	14,072	50,439	30,661	90,100	683 47
Grand Total, St. Lawrence Canals.....	10,158	944,460	764,959	77,124	2,629	8,301	7,597	28,742	90,953	1,058,627	896,136	1,924,765	17,118 11

CHAMBLY CANAL.														
Canadian vessels, steam.....	514	34,159	33,722	94	.....	.....	.....	.....	.....	583	34,253	34,305	68,558	226 70
do sail.....	585	11,107	10,308	7,798	.....	.....	.....	.....	.....	15,275	18,905	25,583	44,488	580 36
Total Canadian.....	1,099	45,266	44,030	7,892	.....	.....	.....	.....	.....	15,858	53,158	59,888	113,046	807 06
United States vessels, steam.....	14	55	92	160	.....	.....	.....	.....	.....	71	215	163	378	5 29
do sail.....	1,694	969	3,029	43,574	.....	.....	.....	.....	.....	67,514	44,543	70,543	115,086	1,491 28
Total United States.....	1,108	1,024	3,121	43,734	.....	.....	.....	.....	.....	67,585	44,758	70,706	115,464	1,496 57
Grand Total, Chamblly Canal.....	2,207	46,290	47,151	51,626	.....	.....	.....	.....	.....	83,443	97,916	130,594	228,510	2,303 63
OTTAWA CANALS.														
Canadian vessels, steam.....	997	51,772	109,386	.....	2,230	.....	.....	.....	.....	.....	51,772	111,616	163,388	656 17
do sail.....	1,194	8,407	134,629	.....	15,093	.....	.....	.....	.....	.....	8,407	149,722	158,129	2,200 92
Total Canadian	2,191	60,179	244,015	.....	17,323	.....	.....	.....	.....	.....	60,179	261,338	321,517	2,857 09
United States vessels, steam.....	4	102	33	.....	51	.....	.....	.....	.....	.....	102	84	186	2 29
do sail.....	251	3,237	751	.....	20,424	.....	.....	.....	.....	.....	3,642	21,175	24,817	573 55
Total United States.	255	3,339	784	.....	20,475	.....	.....	.....	.....	.....	3,744	21,259	25,003	575 84
Grand Total, Ottawa Canals.	2,446	63,518	244,799	.....	37,798	.....	.....	.....	.....	.....	63,923	282,597	346,520	3,432 93
RIDEAU CANAL.														
Canadian vessels, steam.....	1,344	40,047	44,609	153	.....	.....	.....	.....	.....	.....	40,200	44,609	84,809	768 38
do sail.....	1,025	39,907	41,510	318	.....	.....	.....	.....	.....	.....	40,225	41,510	81,735	831 78
Total Canadian.....	2,369	79,954	86,119	471	.....	.....	.....	.....	.....	.....	80,425	86,119	166,544	1,600 16
United States vessels, steam.....	62	278	318	.....	.....	.....	.....	.....	.....	.....	278	348	626	15 08
do sail.....	145	2,012	7,854	2,965	.....	.....	.....	.....	.....	.....	4,977	7,854	12,831	183 51
Total United States	207	2,290	8,202	2,965	.....	.....	.....	.....	.....	.....	5,255	8,202	13,457	198 59
Grand Total, Rideau Canal... ..	2,576	82,244	94,321	3,436	.....	.....	.....	.....	.....	.....	85,680	94,321	180,001	1,798 75
St. PETER'S CANAL.														
Canadian vessels, steam.....	168	16,014	15,542	.....	.....	.....	.....	.....	.....	.....	16,014	15,542	31,556	631 12
do sail.....	1,259	31,744	30,549	.....	.....	.....	.....	.....	.....	.....	32,194	30,549	62,743	1,264 86
Total Canadian.....	1,427	47,758	46,091	.....	.....	.....	.....	.....	.....	.....	48,208	46,091	94,299	1,885 98

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality, &c.—Concluded.

VESSELS.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
ST. PETER'S CANAL—Concluded.													
United States vessels, steam.....													\$ cts.
do do sail.....													
Total United States													
Grant Total, St. Peter's Canal.....	1,427	47,758	46,091					450		48,208	46,091	94,299	1,885 98
TRENT VALLEY CANALS.													
Canadian vessels, steam	761	14,057	15,038							14,057	15,038	29,095	229 87
do do sail	390	12,306	11,747							12,306	11,747	24,053	98 48
Total Canadian.....	1,150	26,363	26,785							26,363	26,785	53,748	328 35
United States vessels, steam.....	3	4	24							4	24	28	0 75
do do sail.....													
Total United States	3	4	24							4	24	28	0 75
Grant Total, Trent Valley Canals.....	1,153	26,367	26,809							26,367	26,809	53,776	329 10
MURRAY CANAL.													
Canadian vessels, steam.....	798	87,202	31,625										
do do sail	175	4,408	5,077										
Total Canadian.....	973	91,700	36,702										
United States vessels, steam.....	2	163	5										
do do sail	6	35	57										
Total United States	8	198	62										
Grant Total, Murray Canal. . .	981	91,898	36,764							102,113	40,168	151,801	205 84

RECAPITULATION.

CANADIAN VESSELS.													
Steam and Sail.													
Welland	1,839	137,473	123,346	134,305	10,113	309	.....	14,479	143,839	286,566	277,298	563,864	8,044 03
St. Lawrence	9,041	943,437	748,668	64,751	928	.....	.....	.....	76,881	1,008,188	826,477	1,834,665	16,434 64
Chambly	1,089	45,266	44,030	7,892	.....	.....	.....	.....	15,858	53,158	59,888	113,046	807 06
Ottawa	2,191	60,179	244,015	.....	17,323	.....	.....	.....	.....	60,179	261,338	321,517	2,857 09
Rideau	2,369	79,954	86,119	471	.....	.....	.....	.....	.....	80,425	86,119	166,544	1,600 16
St. Peter's	1,427	47,758	46,091	.....	.....	.....	.....	450	.....	48,208	46,091	94,299	1,885 86
Trent Valley	1,160	26,963	26,785	.....	.....	.....	.....	.....	.....	26,963	26,785	53,748	328 35
Murray	973	91,700	36,702	10,215	.....	.....	.....	.....	12,424	101,915	49,126	151,041	253 34
Total Canadian	20,089	1,482,730	1,355,756	217,634	28,364	309	.....	14,929	249,002	1,665,602	1,638,122	3,298,724	32,210 65
UNITED STATES VESSELS.													
Steam and Sail.													
Welland	769	667	21	25,595	3,215	260,234	214,553	2,763	71,608	280,259	289,397	578,656	9,468 40
St. Lawrence	1,117	1,023	16,291	12,873	1,701	8,901	7,597	28,742	14,072	60,439	39,661	90,100	683 47
Chambly	1,108	1,024	3,121	43,734	.....	.....	.....	.....	67,585	44,758	70,706	15,464	1,493 57
Ottawa	255	3,339	784	.....	20,475	.....	.....	405	.....	3,744	21,209	25,003	575 84
Rideau	207	2,290	8,202	2,965	.....	.....	.....	.....	.....	5,255	8,202	13,457	198 59
St. Peter's .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trent Valley	3	4	24	.....	.....	.....	.....	.....	.....	4	24	28	0 75
Murray	8	198	62	.....	.....	.....	.....	.....	.....	198	62	260	2 50
Total United States	3,467	8,545	28,505	84,667	25,391	268,535	222,150	31,910	153,265	393,657	429,311	822,968	12,426 12
Grand Total, Canadian and United States	23,556	1,491,275	1,384,261	302,301	53,755	268,844	222,150	46,839	402,267	2,059,259	2,062,433	4,121,692	44,636 77

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

APPENDIX A—Continued—CANALS.

No. 23.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1892, and the three preceding Years.

GOODS, WARES AND MERCHANDISE.	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Farm stock	9	25	54	82	840	981	1,107	924	183	226	234	248
Forest	158,771	194,144	138,205	109,710	159,430	144,461	126,128	118,439	102,102	88,955	98,868	123,661
Manufactures	23,621	28,082	23,104	20,730	67,173	81,745	67,280	57,527	13,763	7,225	3,218	3,267
Merchandise	288,740	317,150	317,044	245,653	323,099	312,337	348,696	341,833	129,174	91,785	118,830	97,743
Vegetable food and other agri- cultural products	469,113	564,152	481,095	568,569	292,574	370,577	286,093	476,328	5,423	4,594	3,914	8,909
Total tons	938,254	1,104,553	950,502	944,753	843,216	910,101	829,304	995,051	260,645	192,785	225,064	233,828
Passengers	3,071	9,569	24,089	33,946	48,242	51,519	61,614	64,671	3,713	4,983	3,360	4,298
Number of vessels of all kinds . .	2,839	3,057	2,547	2,608	9,368	11,188	10,476	10,158	2,305	2,018	2,104	2,207
Total tonnage of vessels of all kinds	939,035	1,144,117	1,030,899	1,142,520	1,575,938	1,750,414	1,720,331	1,924,765	249,367	224,562	240,015	238,510
	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	Percentage of decrease of 1892, compared with 1891, is	Percentage of increase of 1892, compared with 1889, is			Percentage of increase of 1892, compared with 1891, is	Percentage of increase of 1892, compared with 1889, is			Percentage of increase of 1892, compared with 1891, is	Percentage of decrease of 1892, compared with 1889, is		
	1.53	.69			19.98	18.			8.74	6.7		

GOODS, WARES AND MERCHANDISE.	Murray Canal.				Ottawa Canals.				Rideau Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
	Percentage of decrease of 1892, compared with 1891, is	Percentage of			Percentage of decrease of 1892, compared with 1891, is.	Percentage of decrease of 1892, compared with 1889, is	Percentage of decrease of 1892, compared with 1889, is	Percentage of increase of 1892, compared with 1891, is	Percentage of increase of 1892, compared with 1889, is	Percentage of decrease of 1892, compared with 1889, is	Percentage of decrease of 1892, compared with 1889, is	
Farm stock	22	6,332	25	64	1,294	1,028	1,167	1,377	23	25	38	26
Forest			4,124	4,530	687,353	698,978	622,329	542,950	91,683	105,237	74,530	73,588
Manufactures	34	1,659	1,659	669	425	300	844	344	2,566	2,424	2,396	2,080
Merchandise.....	3,085	4,205	4,205	4,347	10,009	7,636	11,483	9,602	19,647	19,311	20,728	20,883
Vegetable food and other agri- cultural products.....	621	3,572	3,572	2,908	6,051	4,382	5,155	9,359	2,442	2,393	3,055	4,574
Total tons.....		10,594	13,585	12,518	705,132	712,384	640,978	563,632	116,371	129,390	100,687	102,051
Passengers.....		1,331	14,437	14,930	14,248	14,284	12,683	12,426	3,527	2,536	4,376	5,958
Number of vessels of all kinds ..		167	996	981	3,166	3,066	2,890	2,446	2,752	2,407	2,252	2,576
Total tonnage of vessels of all kinds.....		22,102	118,436	151,301	430,698	410,534	393,525	346,520	184,575	159,559	144,510	190,001
	Murray Canal.				Ottawa Canals.				Rideau Canal.			
	7.85				12.06	20.06			1.35	1.23		

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals, during the Fiscal Years ended 30th June, 1889, 1890, 1891, 1892.

PROPERTY AND VESSELS.	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Tonnage of property, up	296,080	315,726	313,490	242,312	280,075	299,357	258,594	248,213	91,226	91,668	101,722	128,758
do down	642,164	788,827	646,022	702,441	563,141	610,744	570,710	746,838	159,419	101,117	123,342	105,070
Total tonnage of property, up and down	938,254	1,104,553	959,502	944,753	843,216	910,101	829,304	995,051	250,645	192,785	225,064	233,828
Tonnage of vessels, up	469,884	564,536	508,144	575,826	915,314	1,009,119	971,281	1,058,627	81,109	84,888	86,934	97,916
do down	469,151	579,531	522,755	566,695	680,624	741,295	749,060	866,138	168,258	139,674	153,081	130,594
Total tonnage of vessels, up and down	939,035	1,144,117	1,030,899	1,142,520	1,575,938	1,750,414	1,720,331	1,924,765	249,367	224,562	240,015	228,510
Grand total tonnage of property and vessels, up and down	1,877,289	2,248,670	1,990,401	2,087,273	2,419,154	2,660,515	2,549,635	2,919,816	500,012	417,347	465,079	462,338

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1889, 1890, 1891, 1892.—*Concluded.*

PROPERTY AND VESSELS.	Murray Canal.				Ottawa Canal.				Rideau Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Tonnage of property, up.		3,941	9,108	4,861			639	338,608	86,245	114,513	75,122	73,509
do down		6,653	4,477	7,657		704,960	640,339	237,024	30,126	14,877	25,565	28,542
Total tonnage of property, up and down		10,594	13,585	12,518		705,132	640,978	563,632	116,371	129,390	100,687	102,051
Tonnage of vessels, up		11,242	72,863	102,113		77,419	63,222	63,923	88,721	79,787	67,612	85,680
do down		10,860	45,573	49,188		353,279	342,312	282,597	96,854	79,772	76,398	94,321
Total tonnage of vessels, up and down		22,102	118,436	151,301		430,698	410,534	346,520	184,575	159,559	144,010	180,001
Grand total tonnage of property and vessels, up and down		32,696	132,021	163,819		1,135,830	1,122,918	910,152	300,946	288,949	244,697	282,052

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

APPENDIX A—Continued—CANALS.

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals during the Fiscal Years ending 30th June, 1891 and 1892, and the Amount of Tolls collected thereon.

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Ashes, pot and pearl.....	176	32 07	181	33 33
do.....Free.	55		67	
Apples.....	4,280	434 47	7,584	830 68
Agricultural products not enumerated, vegetable.....	8,122	228 91	13,503	367 51
do do do Free.	24		31	
do do animal.....	2,527	196 18	3,110	308 34
do do do Free.	14			
Agricultural implements.....	278	33 09	271	34 03
Barley.....	12,549	1,674 43	31,638	2,252 95
Bricks.....	13,453	609 76	13,845	598 45
do.....Free.	398		315	
Bones.....	186	19 35	507	52 41
Brimstone, crude.....	1,061	151 15	358	37 78
Cement and water lime.....	3,435	459 10	5,375	694 86
do.....Free.	1,217		3,408	
Clay, lime and sand.....	44,804	2,176 86	44,029	2,125 59
do.....Free.	730		674	
Coal.....	532,838	79,821 01	475,835	69,016 63
do.....Free.	98,621		103,759	
Corn.....	264,351	50,858 47	178,488	35,269 52
do.....Free.	85,527		57,156	
Cattle.....	1,285	85 78	1,223	81 11
Cotton, raw.....	3	0 32		
Crockery and earthenware.....	476	81 72	438	74 70
do.....Free.	124		141	
Dye woods and dye stuffs.....	358	26 53	177	15 71
Fish.....	1,398	85 52	1,814	145 47
do.....Free.	69		433	
Flax and hemp.....	5	0 65	1	0 04
do.....Free.	1			
Flour.....	22,896	2,958 83	22,259	2,920 26
do.....Free.	1,233		3,357	
Furniture.....	897	136 18	1,292	185 68
do.....Free.	2		1	
Gypsum.....	839	17 78	1,920	29 94
do crude.....	205	2 56		
Glass, all kinds.....	715	124 48	570	96 17
do.....Free.	17		32	
Hay, pressed.....	4,357	202 08	5,376	255 10
Hogs.....	59	6 90	20	2 37
Horses.....	628	41 91	772	42 42
do.....Free.	3		1	
Hides and skins, horns and hoofs.....	146	17 67	153	19 69
Ice.....	15,325	1,015 33	500	21 25
Iron, railway.....	14,934	2,163 06	3,461	515 67
do.....Free.	14,186		3,028	
Iron, pig.....	3,577	419 87	4,280	595 13
do.....Free.	76		427	
Iron, all other.....	12,729	949 85	15,461	944 41
do.....Free.	708		466	
Iron ore.....	5,370	274 89		

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Continued.*

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Kryolite or chemical ore, and other ore except iron . . .	12,272	613 25	6,951	347 25
do do do Free.	917		2,727	
Lard and lard oil	473	55 42	392	32 73
do do do Free.	172		16	
Meal, all kinds	27,340	5,322 87	30,248	5,931 64
do do do Free.	233		18	
Meats, other than pork	106	11 71	190	25 81
do do do Free.	1		94	
Marble	4,972	746 70	3,774	565 44
Manilla	141	20 65	179	26 85
Melasses	1,490	177 10	1,157	112 33
Nails	4,974	697 46	3,456	515 28
do do do Free.	457		570	
Oats	32,865	5,919 53	78,343	11,342 92
do do do Free.	9			
Oil	2,189	258 27	1,635	200 96
do do do Free.	38		41	
Oil cake	7	0 66	16	1 23
do do do Free.	2			
Pease	26,198	665 10	54,067	1,938 77
do do do Free.	390		524	
Potatoes	1,052	75 14	1,105	75 58
Pork	1,004	124 79	1,059	82 52
do do do Free.	322			
Paint	791	111 68	566	77 68
do do do Free.	62		28	
Pitch and tar	1,219	148 02	552	52 44
do do do Free.	17		21	
Rags	155	27 24	266	50 90
Rye	3,102	169 20	71,050	13,813 24
do do do Free.			67,335	
Rosin	4,554	336 44	3,963	301 59
do do do Free.	1			
Salt	15,618	1,984 94	10,961	1,315 63
do do do Free.	7,220		3,367	
Stone, intended for cutting	15,723	2,136 97	9,328	1,219 81
do do do Free.	450		1,074	
do wrought	706	67 65	1,668	124 70
do not suitable for cutting, unwrought	22,374	1,042 06	11,588	266 44
do do do do do Free.	1,470			
Seeds, all kinds	4,431	212 42	10,539	462 53
do do do Free.	101		2	
Sheep	650	41 42	705	44 95
Soda ash	2,739	472 65	945	156 22
do do do Free.	523		324	
Steel	412	56 84	9,337	1,381 52
do do do Free.			6	
Sugar	4,693	760 83	5,099	841 21
do do do Free.	175		628	
Spirits	1,663	285 68	1,500	270 99
do do do Free.	335		351	
Tobacco, raw	34	3 16	11	0 92
do do do Free.	1			
Tallow	173	26 72	174	23 66
do do do Free.	54			

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—Continued.

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Tin.....	669	111 92	824	140 30
do.....Free.	37		48	
Turpentine.....	220	17 55	131	10 01
do.....Free.	1			
Wheat.....	177,501	30,518 87	260,420	45,517 29
do.....Free.	108,468		182,087	
White lead.....	225	34 07	223	33 94
do.....Free.	11		6	
Whiting.....	794	141 38	389	74 55
do.....Free.	52		50	
Wool.....	195	35 79	1,103	217 99
do.....Free.			2	
All other goods and merchandise, not enumerated..	56,158	8,002 98	66,316	9,067 27
do do do Free.	1,147		912	
Bark.....	63	3 57	118	7 64
Barrels, empty.....	702	79 90	516	69 65
do.....Free.			1	
Boat knees.....			1	0 03
Floats.....	20,166	246 11	36,594	424 13
do.....Free.	11,340		15,020	
Firewood, in vessels.....	109,200	3,362 76	128,205	3,792 50
do do.....Free.	13,680		4,380	
do do in rafts.....	480	25 47	126	1 20
do do.....	10,166		3,180	
Hoops.....	247	29 00	4	0 41
Lumber, sawn, in vessels.....	735,327	57,331 34	661,978	51,820 46
do do.....Free	2,430		3,738	
do do in rafts.....	490	32 04	374	10 24
do do.....Free	1,802		587	
Masts, spars and telegraph poles, in vessels.....	771	15 52	19,313	491 79
do do.....Free	10			
do do in rafts.....	18,669	476 49		
Railway ties, in vessels.....	11,334	1,136 54	8,667	823 06
do do.....Free	25			
do do in rafts.....	1,021	91 32	995	94 15
do do.....Free	11,025			
Saw logs.....	28,178	749 63	39,094	904 24
do.....Free	13,629		12,249	
Staves and headings, barrel.....			155	12 40
do do pipe.....	114	21 31	96	17 60
do do.....Free			8	
do do West India.....	36	6 75	140	24 98
do do.....Free			120	
do do salt barrel.....	9	0 17		
Shingles.....	1,019	451 51	1,011	577 81
Split posts and fence rails, in vessels.....	44	6 93		
do do in rafts.....	1	13	18	4 23
do do do.....Free	410			
Timber, square, in vessels.....	66,119	9,609 17	31,133	3,978 91
do do.....Free	360		140	
do do in rafts.....	14,480	341 84	16,754	365 62
do do.....Free	4,520		5,980	
Traverses.....	12,676	43 77	9,918	37 71

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Concluded.*

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Woodenware and wood partly manufactured.....	214	81 13	91	25 87
do do .....Free	1,742			
Total tonnage freight paying tolls.....	2,425,504	280,884 18	2,439,966	277,716 92
Total tonnage freight free.....	396,810		476,930	
Grand total—freight.....	2,822,314		2,916,896	
Passengers—total number.....	128,560	4,020 73	146,662	4,116 14
Vessels—tonnage.....	3,764,922	40,858 18	4,121,692	44,636 77
Total tolls collected.....		325,763 09		326,469 83
Total tolls free.....		15,699 53		16,115 87
Gross total tolls.....		341,462 62		342,585 70

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

SUPPLEMENTARY APPENDIX A.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl		5									40			\$ cts. 8 00
Apples		1,101			19				122	1,101	1,223	6 43		\$ cts. 27 55
Agricultural products, not enumerated, vegetable								2		444	444			\$ cts. 28 80
Agricultural products, not enumerated, animal														
Agricultural implements														
Barley										8,113	8,113			\$ cts. 1,622 60
Bricks	18		31						49	49	49	5 52		\$ cts. 5 52
Bones														
Brimestone					66				66	66	66	9 90		\$ cts. 9 90
Cement and water lime					413				413	413	413	61 95	0 63	\$ cts. 62 58
Clay, lime and sand	70								70	70	70	5 25		\$ cts. 5 25
Coral											224,644	40,512 20	4,416 00	\$ cts. 44,928 20
Corn									202,564	22,080	185,180	0 45	37,035 40	\$ cts. 37,035 85
Cattle	1								1	1	1	0 02		\$ cts. 0 02
Cotton, raw														
Crockery and earthenware	5								5	5	5	0 10		\$ cts. 0 10
Dye wood and dye stuffs														
Fish	35		35						304	1	305	40 36		\$ cts. 40 56
Flax and hemp														
Flour		4,524								13,517	13,517			\$ cts. 1,911 76
Furniture		1							11	12	23	1 65		\$ cts. 2 23
Gypsum														
Glass, all kinds	1								1	1	1	4 37	0 40	\$ cts. 4 77
Hay, pressed	100								100	21	121	15 00		\$ cts. 19 20
Hogs														
Horses														
Hides and skins, horns and hoofs	50	7	2		1	3			53	14	67	1 43	1 57	\$ cts. 3 02
Ice									87	87	87	13 05		\$ cts. 13 05
									1,160	1,160	1,160	57 50		\$ cts. 57 50

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Hop poles												\$ cts.	\$ cts.	\$ cts.
Lumber, sawn, in vessels		2,482	1,641	11,002		45,504	4,248		1,641	63,236	64,877	295 37	11,249 66	11,545 03
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts				264						327	327		28 03	28 03
Railway ties, in vessels		63												
do rafts														
Saw logs	943	1,961		1,462					343	3,423	3,766	19 82	141 05	140 87
Staves and headings, barrel		155								155	155		12 40	12 40
do pipe							8			8	8		1 50	1 50
do West India														
Staves, salt barrel														
Shingles		19								19	19		7 81	7 81
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		2,116					18,238			20,354	20,354		3,049 94	3,049 94
do rafts	245	17							245	17	262	14 13	2 36	16 49
Traverses														
Woodenware and wood partly manufactured					11				11		11	4 40		4 40
Total freight paying tolls	6,453	58,170	4,203	13,963	247,543	306,257	17,409	306,022	275,608	684,412	960,020	50,457 41	131,027 27	181,484 68
Articles having paid full tolls on the St. Lawrence Canal, Free.														
Ashes, pot and pearl			31						31		31			
Agricultural products not enumerated, vegetable			52						52		52			

Bricks.....	469	1,094	2,380	469	2,380	16,905 54	8,479 50	198,823 88	200,403 30
Cement and water lime.....	686	206	206	206	206	433 66	229 64	1,338 22	241 20
Clay, lime and sand.....	77	174	251	77	251			59,087 47	139,736 41
Crockery and earthenware.....	7	1	1	1	1			59,087 47	139,736 41
Fish.....	1	30	30	30	30			59,087 47	139,736 41
Flax and hemp.....	1	1	1	1	1			59,087 47	139,736 41
Furniture.....	2,855	112	112	112	112			59,087 47	139,736 41
Glass, all kinds.....	303	227	595	2,855	595			59,087 47	139,736 41
Iron, railway.....	112	383	560	112	560			59,087 47	139,736 41
do pig.....	292	12	64	292	64			59,087 47	139,736 41
do all other.....	1	53	61	1	61			59,087 47	139,736 41
Meats other than pork.....	383	16	22	383	22			59,087 47	139,736 41
Nails.....	52	4,064	4,391	52	4,391			59,087 47	139,736 41
Oil, in barrels.....	8	38	377	8	377			59,087 47	139,736 41
Paint.....	6	339	412	6	412			59,087 47	139,736 41
Pitch and tar.....	327	78	294	327	294			59,087 47	139,736 41
Salt.....	38	334	23	38	23			59,087 47	139,736 41
Soda ash.....	75	219	23	75	23			59,087 47	139,736 41
Sugar.....	1	2	3	1	3			59,087 47	139,736 41
Spirits, beer, &c.....	1	49	50	1	50			59,087 47	139,736 41
Tin.....	1	2	810	1	810			59,087 47	139,736 41
White lead.....	1	583	544	1	544			59,087 47	139,736 41
Whiting.....	227	389	389	227	389			59,087 47	139,736 41
Wool.....	227	544	544	227	544			59,087 47	139,736 41
Merchandise.....	544	389	389	544	389			59,087 47	139,736 41
Kryolite, &c., free, having paid full tolls on Rideau Canal.....	389	389	389	389	389			59,087 47	139,736 41
Timber, free, from Welland to Port Robinson.....	389	389	389	389	389			59,087 47	139,736 41
Grand total freight.....	11,415	58,569	975,013	11,415	975,013			59,087 47	139,736 41

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.	
Ashes, pot and pearl.....		5													
Apples.....				12							40			8 00	8 00
Agricultural products not enumerated, vegetable.....					19				31		31	4 65			4 65
Agricultural products not enumerated, animal.....								2			44			8 80	8 80
Agricultural implements.....															
Barley.....											8,113			1,622 60	1,622 60
Bricks.....	4			31					35		35				5 25
Bones.....									66		66	9 90			9 90
Brimstone.....									413		413	61 95			61 95
Cement and water lime.....															
Clay, lime and sand.....															
Coal.....					185,190	1,382	17,368	20,698	202,558	22,080	224,638	40,511 60	4,416 00	44,927 60	44,927 60
Corn.....			3		127,494		57,683		3	185,177	186,180	0 45	37,035 40	37,035 85	37,035 85
Cattle.....															
Cotton, raw.....															
Crockery and earthenware.....															
Dye woods and dye stuffs.....															
Fish.....					234	1			234	1	235	35 10	0 20	35 30	35 30
Flax and hemp.....															
Flour.....					6,802			2,191	8,993	8,993	8,993	1 65	1,798 60	1,798 60	1,798 60
Furniture.....					2	7		4	11	11	22		2 20	3 85	3 85
Gypsum.....															
Glass, all kinds.....															
Hay, pressed.....	100	21			1			1	29	2	31	4 35	0 40	4 75	4 75
Hogs.....									100	21	121	15 00	4 20	19 20	19 20
Horses.....					1				3	7	10	0 45	1 40	1 85	1 85
Hides and skins, horns and hoofs.....					87				87		87	13 05		13 05	13 05
Ice.....				350	800				1,150		1,150	57 50		57 50	57 50

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Hoops.....												\$	cts.	\$
Hop poles.....														
Lumber, sawn, in vessels.....	960		1,641	10,952		45,504		4,248	1,641	61,664	63,906	295	37	11,091 15
do do rafts.....														
Masts, spars and telegraph poles, in rafts.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
do do in rafts.....														
Saw logs.....														
Staves and headings, barrel.....														
do do pipe.....											8			1 50
do do W. India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....	2,080							18,238		20,318	20,318		3,046 56	3,046 56
do do in rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....					11				11		11	4 40		4 40
Total freight paying tolls.....	680	38,892	3,357	10,452	247,543	306,257	17,368	305,596	288,948	661,087	430,635	50,271 40	129,647 94	179,919 34
Articles having paid full tolls on the St. Lawrence Canada, Free.														
Ashes, pot and pearl.....									31		31			
Agricultural products, not enumerated, vegetable.....									52		52			

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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT, showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl...										\$ cts.	\$ cts.	\$ cts.
Apples.....		1,101	91				91	1,101	1,192	1 78	27 55	29 33
Agricultural products, not enumerated, vegetable...												
Agricultural products, not enumerated, animal...												
Agricultural implements												
Barley.....												
Bricks.....	14						14		14	0 27		0 27
Bones.....												
Brimstones.....												
Cement and water lime...												
Clay, lime and sand	70						70	5	70	5 25	0 63	0 63
Coal.....							6		6	0 60		0 60
Corn.....												
Cattle.....	1						1		1	0 02		0 02
Cotton, raw.....	5						5		5	0 10		0 10
Crockery and earthenware.												
Dye wood and dye stuffs.												
Fish.....	35		35									
Flax and hemp.....												
Flour.....		4,524					70	4,524	4,524	5 26	113 16	113 16
Furniture.....		1						1	1		0 03	0 03
Gypsum.....												
Glass, all kinds.....	1						1		1	0 02		0 02
Hay, pressed.....												
Hogs.....												
Hides and skins, horns and hoofs.....	50	7					50	7	57	1 00	0 17	1 17

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From Canadian to United States Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in vessels.....	1,434	7,032	720						2,154	7,032	9,186	60 33	347 11	407 44
do rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....		1,522					50			1,572	1,572		158 51	158 51
do do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....		63					264			327	327		28 03	28 03
do rafts.....														
Saw logs.....	343	1,901					1,462		343	8,423	3,766	19 82	141 05	160 87
Staves and headings, barrel.....		155								155	155		12 40	12 40
do do pipe.....														
do do W. India.....														
Staves, salt barrel.....		19								19	19		7 81	7 81
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....		36								36	36		3 38	3 38
do do rafts.....	245	17							245	17	262	14 13	2 36	16 49
Traverses.....														
Woodenware and wood partly manufactured.....														
Total freight paying tolls.....	5,773	19,278	846	3,011					0,090	22,726	23,596	186 01	1,379 33	1,565 34
Timber passed free from Wel-land to Port Robinson.....		369								369	369			
Grand total freight.....	5,773	19,647	846	3,011					0,090	23,114	23,774			

Total way tolls on vessels.....	436 99	350 98	787 97
do passengers.....	141 72	157 14	298 86
do free goods.. .. \$17.76			
Total way tolls.....	764 72	1,887 45	2,652 17

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

[illegible]

Iron, railway.....	3,294	0	3,294	476 74	0 04	477 28
do pig.....	4,382	11	4,475	547 33	0 42	547 77
do other.....	10,577	644	11,701	651 60	28 02	670 62
Iron ore, chemical ore and other ore, except iron.....	2,083	2,083	2,083	104 15	104 15	104 15
Lard and lard oil.....	92	244	336	10 52	21 90	32 42
Meal, all kinds.....	68	833	833	6 26	33 02	39 88
Meats, other than pork.....	32	33	33	3 56	3 56	3 56
Marble.....	20	20	20	3 93	3 93	3 93
Manilla.....	719	1	1	0 19	0 19	0 19
Molasses.....	2,111	147	991	90 96	7 35	98 31
Nails.....	1,246	878	3,352	476 03	45 10	521 13
Oats.....	760	7,677	8,923	46 93	196 87	243 80
Oil.....	11	892	1,036	130 09	20 70	150 79
Oil-cake.....	565	11	11	1 08	1 08	1 08
Pease.....	349	35,660	36,225	11 41	737 48	748 89
Potatoes.....	18	109	127	8 34	10 15	10 15
Pork.....	280	232	581	33 81	17 53	51 34
Paint.....	118	343	632	65 40	23 90	89 30
Pitch and tar.....	4	365	390	32 42	2 30	34 72
Rags.....	77	4	181	0 50	34 70	35 20
Rye.....	610	1,862	1,939	1 54	37 50	39 04
Rosin.....	344	1,049	1,949	93 09	5 45	98 54
Salt.....	4,440	21	8,467	1,127 18	1 48	1,128 66
Stone intended for cutting.....	352	1,428	5,129	140 43	211 73	352 16
do wrought.....	8,043	365	365	18 70	18 70	18 70
do not suitable for cutting, unwrought.....	11,028	11,028	11,028	226 95	226 95	226 95
Seeds, all kinds.....	429	96	9,963	302 00	97 84	399 84
Sheep.....	782	6	787	149 67	7 34	7 34
Soda ash.....	2,640	12	817	108 84	0 30	149 97
Sugar.....	405	22	3,101	580 09	1 25	109 32
Spirits, beer, &c.....	9	527	1,215	123 70	103 00	581 34
Tobacco, raw.....	13	3	12	0 95	0 45	226 70
Tallow.....	466	26	26	2 44	0 45	1 40
Tin.....	5,635	72	562	92 96	3 90	2 44
Turpentine.....	123	13	105	5 48	0 65	96 86
Wheat.....	278	25,423	31,058	122 22	1,242 70	6 13
White lead.....	9	137	137	24 67	0 55	1,364 92
Whiting.....	2	330	330	65 32	0 55	25 22
Wool.....	2	11	13	1 65	0 30	65 32
All other goods and merchan- dise, not enumerated.....	6,368	3,302	11,213	1,228 16	445 70	1 95
Bark.....	228	13	13	3 75	3 75	1,673 85
Barrels, empty.....	460	26	317	42 12	2 82	3 75
Boat knees.....	2,256	460	4,740	7 40	74 90	44 94
Floats.....	7,992	9,057	11,388	38 91	291 36	82 90
Firewood, in vessels.....	2,256	2,331	4,280	74 90	330 27	330 27

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DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashea, pot and pearl	3	67	31				34	67	101	6 80	1 40	20 20
Apples		4,726						4,726	4,726		708 90	708 90
Agricultural products, not enumerated, vegetable	236	267	52				288	267	555	43 20	40 05	83 25
Agricultural products, not enumerated, animal	5	803					5	803	808	0 75	137 95	128 70
Agricultural implements		4						4	4		0 80	0 80
Barley		8,871						8,871	8,871		177 42	177 42
Bricks	43		384		76		513		513	76 95		76 95
Bones		103						103	103		15 45	15 45
Brimstone												
Centent and water line	2,250		1,463				3,713		3,713	556 95		556 95
Clay, lime and sand	60	2,452	206				266	2,452	2,718	30 90	367 80	407 70
Coal		40,901						141,701	141,701		21,255 15	21,255 15
Corn		84						12,253	12,253		1,827 08	1,827 08
Cattle		14						14	14		2 10	2 10
Cotton, raw	2						2		2	0 30	0 30	0 30
Crockery and earthenware	106	25	251				357	25	382	71 40	5 00	76 40
Dye wood and dye stuffs	5	13					5	13	18	1 00	2 60	3 60
Fish	97		7				104		104	15 60		15 60
Flax and hemp			1				1		1	0 15		0 15
Flour		3,980						3,980	3,980		597 00	597 00
Furniture	86	580	1				87	580	667	17 40	116 00	133 40
Gypsum												
Glass, all kinds	284	52	30				314	52	306	62 80	10 40	73 20
Hay, pressed	100		100				100		100	15 00		15 00
Hogs		27						27	27		4 05	4 05
Horses		35					10	35	45	1 50	5 25	6 75
Hides and skins, horns and hoofs	10											
		29						20	29		4 35	4 35

Iron, railway.....	3,118	1	3,118	1	3,119	467 70	0 15	467 85
do pig.....	3,226		3,338		3,338	500 70		500 70
do all other.....	1,437	20	1,915	20	1,935	287 25	3 00	290 25
Iron ore.....								
Kryolite, chemical ore and other ore, except iron.....		2,065	2,065	2,065	2,065	103 25	103 25	103 25
Lard and lard oil.....	28	111	139	111	139	4 20	16 65	20 85
Meal, all kinds.....	18	1	19	1	19	2 70	0 15	2 85
Meats, other than pork.....	5	6	6	6	6	0 90		0 90
Marble.....	13	13	13	13	13	2 60		2 60
Manilla.....								
Molasses.....	109	109	109	109	109	21 80		21 80
Nails.....	1,606	8	1,969	8	1,977	383 80	1 60	395 40
Oats.....	140	140	140	140	140	2 83	2 83	2 83
Oil, in barrels.....	367	90	422	90	512	84 40	18 00	102 40
Oil cake.....								
Pease.....		10,367		10,367			215 01	215 01
Potatoes.....	9	8	9	8	17	1 35	1 20	2 55
Pork.....	10	78	88	78	88	1 50	11 70	13 20
Paint.....	224	63	260	63	343	56 00	12 60	68 60
Pitch and tar.....	23	7	45	7	52	9 00	1 40	10 40
Rags.....	1	170	1	170	171	0 20	34 00	34 20
Rye.....	1	833		833	833	16 92	16 92	16 92
Resin.....						0 20		0 20
Salt.....	2,138	1	6,135	1	6,135	920 25		920 25
Stone intended for cutting.....		1,406		1,406		210 90		210 90
do wrought.....	3		3		3	0 60		0 60
do not suitable for cutting, unwrought.....								
Seeds, all kinds.....	1	100		100	100	8 40	8 40	8 40
Sheep.....		229		229	230	34 35		34 50
Soda ash.....	364		714		714	142 80		142 80
Steel.....	555		578		578	86 70		86 70
Sugar.....	1,839	1	2,279	1	2,279	455 60	0 20	455 80
Spirits, beer, &c.....	177	510	458	510	968	91 60	102 00	193 60
Tobacco, raw.....	1	3	1	3	4	0 15	0 45	0 60
Tallow.....	13		13		13	1 95		1 95
Tin.....	392	2	415	2	417	83 00	0 40	83 40
Turpentine.....	4		4		4	0 80		0 80
Wheat.....		5,943		11,591	11,591	966 06	966 06	966 06
White lead.....	97		100		100	20 00		20 00
Whiting.....	249		299		299	59 80		59 80
Wool.....	9	2	11	2	13	1 65	0 30	1 95
All other goods and merchan- dise not enumerated.....	3,169	1,641	4,016	1,641	5,657	803 20	328 20	1,131 40
Bark.....								
Barrels, empty.....	166	17	166	17	183	31 18	2 25	33 44
Boat knees.....								
Floats.....								
Firewood, in vessels.....		987		987	987		65 80	65 80

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts												\$ cts.	\$ cts.	\$ cts.
Hoops														
Hop poles														
Lumber, sawn, in vessels	243	843							243	843	1,086	21 75	80 25	102 00
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels														
do rafts														
Saw logs														
Staves and headings, barrel														
do pipe														
do W. India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels														
do rafts														
Traverses														
Woodenware and wood partly manufactured	29								29			11 60		11 60
Total freight paying tolls	22,920	88,729	9,549		76		118,617		32,545	207,346	230,801	5,476 78	27,519 49	32,996 26
Free Articles having paid Full Tolls on the Welland Canal.														
Agricultural products, &c., vegetable											2			

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B. H. TEAKLES,
Chief Clerk, Canals Revenue,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tons, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.....	5								11		11	1 27		1 27
Apples.....	47	309			6				53	309	362	4 64	12 55	17 19
Agricultural products not enumerated, vegetable.....	61	11							61	11	72	5 21	0 45	5 86
Agricultural products not enumerated, animal.....	53	42					20		73	42	115	5 51	3 25	8 76
Agricultural implements.....	81	2							81	2	83	12 19	0 15	12 34
Barley.....	220	8,515							220	8,515	8,735	4 40	170 52	174 92
Bricks.....	12,969	6					222		13,191	6	13,197	406 98	0 23	407 21
Bones.....	1	32					13		14	32	46	0 53	2 40	2 93
Brimstone.....	150						9		159		169	14 98		14 98
Cement and water-lime.....	874	20				2			874	20	894	80 09	0 88	80 93
Clay, lime and sand.....	19,323	6,847				1,040		3,371	22,694	6,847	29,541	833 27	256 92	1,110 19
Coal.....		2,913				62				22,369	22,369		1,025 02	1,025 02
Corn.....	4	14				68			4	82	86	0 40	3 27	3 67
Cattle.....	35	353							35	353	388	1 88	25 61	27 49
Cotton, raw.....														
Crockery and earthenware.....	81	1							81	1	82	14 07	0 00	14 12
Dye wood and dye stuffs.....	44						38		82		82	4 80		4 80
Fish.....	183	41							183	41	224	12 70	2 88	15 57
Flax and hemp.....	1								1		1	0 04		0 04
Flour.....	693	12			7	107			700	119	819	49 57	8 52	58 09
Furniture.....	230	116							230	116	346	21 04	7 19	38 23
Gypsum.....	1,531	187							1,531	187	1,718	21 50	7 06	24 55
Glass, all kinds.....	69	30							99	30	129	12 10	1 80	13 90
Hay, pressed.....	899	557			8				942	557	1,499	37 85	33 04	71 40
Hogs.....														
Horses and skins, horns and hoofs.....	114	231							114	231	345	0 08	13 11	10 70
	2	2							2	2	4	0 00	0 00	0 17

Ice.....	176	5	176	5	181	9 04	0 39	9 43
Iron, railway.....	1,126	11	1,126	11	1,137	46 65	0 42	47 07
do pig.....	9,140	624	9,142	624	9,766	364 35	25 02	369 37
do all other.....								
Iron ore.....								
Kryolite, chemical ore and other ore, except iron.....	64	133	64	133	18	6 32	0 90	0 90
Lard and lard oil.....	50	761	50	764	814	3 56	5 25	11 57
Meal, all kinds.....	27		27		27	2 66	33 47	37 03
Meats, other than pork.....	7		7		7	1 33		2 66
Marble.....	1		1		1	0 19		1 33
Manilla.....	610	147	735	147	832	69 16	0 19	0 19
Molasses.....	505	870	505	870	1,375	82 23	7 35	78 51
Nails.....	1,245	7,537	1,246	7,537	8,753	82 23	43 50	125 73
Oats.....	403	50	470	54	524	46 93	133 94	240 87
Oil, in barrels.....	11		11		11	45 69	2 70	48 39
Oil cake.....	565	25,293	565	25,293	25,858	11 41	522 47	1 08
Pease.....	9	101	9	101	110	0 46	7 14	533 88
Potatoes.....	339	154	339	154	483	32 31	5 83	7 60
Pork.....	56	226	63	226	289	9 40	11 30	38 14
Paint.....	95	18	320	18	338	23 42	0 90	20 70
Pitch and tar.....	3	7	3	7	10	0 30	0 70	24 32
Rags.....	77	1,029	77	1,029	1,106	1 54	20 58	1 00
Rye.....	609	109	1,839	109	1,948	92 89	5 45	22 12
Rosin.....	2,302	21	2,302	30	2,332	206 93	1 48	98 34
Salt.....	344	22	3,701	22	3,723	140 43	0 83	208 41
Stone intended for cutting, do wrought.....	349		362		362	18 10		141 26
do not suitable for cutting, unwrought.....								18 10
Seeds, all kinds.....	8,042	1,691	8,042	1,691	10,928	218 55	218 55	218 55
Sheep.....	65	6	67	6	96	301 85	63 49	365 34
Soda ash.....	227	12	227	12	239	6 87	7 34	7 34
Steel.....	801	21	801	21	822	22 14	0 30	7 17
Sugar.....	228	17	230	17	247	124 49	1 05	22 62
Spirits, beer, &c.....	8		8		8	32 10	1 00	125 54
Tobacco, raw.....	64	70	13		13	0 80		33 10
Tallow.....	2	13	13		13	0 49		0 80
Tin.....	5,635	13,832	5,635	13,832	19,467	3 50	0 49	0 49
Turpentine.....	26	11	26	11	37	9 96	3 50	13 46
Wheat.....	29		31		31	4 68	0 65	5 33
White lead.....						122 22	276 64	398 86
Whiting.....						4 67	0 55	5 22
Wool.....						5 52		5 52
All other goods and merchandise not enumerated.....	3,199	9	3,895	1,661	5,556	424 96	117 50	542 46
Barrel.....	63	13	125	13	134	3 75	3 75	3 75
Barrels, empty.....						10 94	0 56	11 50
Boat knees.....						7 40		82 30
Floats.....	460	4,280	460	4,280	4,740			

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Total.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in vessel.....	2,256	7,005							2,331	8,070	10,401	\$ cts. 38 91	\$ cts. 225 56	\$ cts. 264 47
do rafts.....					75									
Hoop poles.....														
Lumber, sawn, in vessels.....	27,140	14,743	1,025	416					28,165	15,159	43,324	1,010 77	405 68	1,416 45
do rafts.....		4								4			0 15	0 15
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....	715	20,986							715	20,986	20,986	14 28	0 59	14 87
do rafts.....		30												
Saw logs.....	197	15,401							197	15,401	15,598	4 50	351 44	355 94
Staves and headings, barrel do.....														
do pipes.....														
do W. India.....		9								9			0 17	0 17
Staves, salt barrel.....	10	6							10	6	16	2 51	0 75	3 26
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....	250	1,933							250	1,933	2,183	3 25	33 53	36 78
do rafts.....	3,422	3,348							3,422	3,348	6,770	85 70	26 75	169 70
Traverses.....		10,280								10,280	10,280		26 75	26 75
Woodenware and wood partly manufactured.....		7								7			0 80	0 80
Total freight paying tolls.....	108,622	163,307	1,080	1,545	637	1,701	9,008	18,306	119,347	184,949	304,296	5,125 96	5,390 38	10,517 34
Free articles having paid full Tolls on the Welland Canal.....														
Corn.....		2,725								2,725	2,725			

Coal, free, per Order in Council.....	62,425			8	24,305	86,739	86,739	85,739		
Free articles for Canal construction, per Order in Council, 1884.....										
Cement and water lime.....	539						539	539		
Clay, lime and sand.....	563						563	563		
Iron, all other.....	14						14	14		
Stone, for cutting.....	750						750	750		
Timber, square, in vessels.....	140						140	140		
Grand total freight.....	172,860	166,725	1,060	1,545	645	1,701	33,314	18,396	207,399	188,967
										385,766
Total way tolls on vessels.....										
do passengers.....									1,601 51	5,464 97
do free goods.....									638 18	1,086 23
									9,387 47	17,017 54
Total way tolls.....										
										\$ 4,700 91

B. H. TRAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.
 No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.		28									28	\$ cts. 5 32
Apples	18	26							18	26	44	1 33
Agricultural products, vegetable.	1	432							1	432	433	40 79
do do animal.	6	1,407							6	1,407	1,413	117 02
Agricultural implements.	3	13							3	13	16	2 62
Barley.		150								150	150	11 22
Bricks.												
Bones		18								18	18	1 80
Brimstone.												
Cement and water lime		24								24	24	2 35
Clay, lime and sand.	402	7,689							402	7,689	8,091	228 22
Coal.		648								648	648	23 78
Corn.		750								750	750	48 95
Cattle.												
Cotton, raw.												
Crockery and earthenware.												
Dye wood and dye stuffs												
Fish.	1	2							1	2	3	0 26
Flax and hemp.												
Flour	6	106							6	106	112	10 05
Furniture.	6	27							6	27	33	4 44
Gypsum.												
Glass, all kinds		4								4	4	0 76
Hay, pressed.		263								263	263	26 23
Hogs.		8								8	8	0 60
Horses.		166								166	166	10 51
Hides and skins, horns and hoofs.	18	37							18	37	37	3 33
Ice.												
Iron, railway.												
do pig.												
do do other.	8	64							8	64	72	8 15

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in rafts.....		435								435	435	71 97
Railway ties, in vessels.....												
do rafts.....		12,662								12,662	12,662	232 24
Saw logs.....												
Staves and headings, barrel.....												
do pipe.....												
do West India.....												
Staves, salt barrel.....		253								253	253	465 49
Shingles.....		3								3	3	1 72
Split posts and fence rails, in vessels.....				344						344	344	
do rafts.....		2,684								2,684	2,684	103 90
Timber, square, in vessels.....		3,240								3,240	3,240	55 32
do rafts.....		200								200	200	0 50
Traverses.....	4	2							4	2	6	1 01
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	771	432,225		107,435					771	539,660	540,431	38,601 56
<i>Articles Free per Order in Council.</i>												
Lumber, sawn, in rafts.....	100	386							100	386	486	
Timber square do.....		2,220								2,220	2,220	
Floata.....		16,440								16,440	16,440	
Saw logs.....		10,678								10,678	10,678	
Railway ties, in rafts.....		10,000								10,000	10,000	
Firewood do.....		4,786								4,786	4,786	
Grand total freight.....	871	473,735		107,435					871	584,170	585,041	

Total tolls on vessels	3,675 92
do passengers	162 91
do free goods	\$315 72
Wharfage and storage	
Fines and damages	10 00
Other receipts	
Total revenue, exclusive of hydraulic rents	40,450 39

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....	3	909							3	955	968	\$ cts. 61 84
Apples.....							46				1	0 10
Agricultural products, vegetable do							1					
Agricultural implements.....												
Barley.....			338	504					504	838	842	44 92
Bricks.....	150	100					217		150	317	467	30 72
Bones.....				341					341	140	341	34 10
Brimstone.....							140				140	27 68
Cement and water lime.....							31			31	31	3 10
Clay, lime and sand.....	410		245				3,948		655	3,948	4,003	462 74
Coal.....	76	215					85,995		76	86,210	86,286	8,455 12
Corn.....												
Cattle.....		57								57	57	1 90
Cotton, raw.....												
Crockery and earthenware.....		23								23	23	2 30
Dye wood and dye stuffs.....							55			55	55	5 50
Fish.....												
Flax and hemp.....												
Flour.....	201	27							201	27	228	7 60
Furniture.....							7			7	7	1 08
Gypsum.....												
Glass, all kinds.....							1			1	1	0 10
Hay, pressed.....	329	2,323							462	2,323	2,785	113 81
Hags.....												
Horses.....		6								6	6	0 20
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....												
do pipe.....												
do other.....	26								25	2	27	1 04
do ore.....							3					

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No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.....		1,859		189					2,048	189	2,237	\$ cts.
do do rafts.....												318 03
Saw logs.....												
Staves and headings, barrel.....												
do do pipe.....												
do do West India.....												
Staves, salt barrel.....												
Shingles.....												
Split posts and fence rails, in vessels.....	118		28						146		146	17 35
do do rafts.....												
Timber, square, in vessels.....												
do do rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	56,418	7,547	66,881				184,073		123,200	100,620	223,819	16,843 15
Coal, free, per Order in Council.....	345								345		345	
Grand total freight.....	56,763	7,547	66,881				184,073		123,544	100,620	224,164	
Total tolls on vessels.....												2,437 84
do passengers.....												66 50
do free goods.....												830 34
Fines and damages.....												9 00
Other receipts.....												75 30
Total revenue exclusive of hydraulic rents.....												19,430 96

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKINS,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

CANAL STATISTICS.

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ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.		28								28	28	\$ cts.		
Apples	31	76							31	76	107	2 90		
Agricultural products not enumerated, vegetable.	353	7							353	7	360	3 60		
do do animal	27	370							27	370	397	17 26		
Agricultural implements	32	99							32	99	131	12 60		
Barley	366	7							366	7	373	15 96		
Bricks	15	25							15	25	40	8 89		
Bones	11	21							11	21	32	1 20		
Brunstone												1 26		
Cement and water lime	180	42							180	42	222	5 90		
Clay, lime and sand.	90	2							90	2	92	2 16		
Coal		11,391								11,391	11,391	483 88		
Corn		22								22	22	0 61		
Cattle	4	3							4	3	7	0 19		
Cotton, raw														
Crockery and earthenware.	37	30							37	30	67	8 68		
Dye wood and dye stuffs	11	14							11	14	25	2 25		
Fish	70	3							70	3	73	1 90		
Flax and hemp														
Flour	141	649							141	649	690	17 51		
Furniture	16	24							16	24	40	4 56		
Gypsum														
Glass, all kinds.	73	5							73	5	78	8 55		
Hay, pressed	879	1							879	1	880	20 72		
Hogs														
Horses	5	4							5	4	9	0 33		
Hides and skins, horns and hoofs	14	8							14	8	22	0 82		
Ice														
Iron, railway.	54	6							54	6	60	1 78		
do pig		13								13	63	1 96		
do all other	242	53							242	53	295	8 08		
do ore.														

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite, chemical ore and other ore, except iron...	1,815	888							1,815	888	2,703	\$ 135 15
Lard and lard oil...	19	23							19	23	42	1 24
Meal, all kinds...	1	6							1	6	7	0 18
Meats, other than pork...	10	7							10	7	17	0 48
Marble...	4								4		4	0 36
Manilla...												
Molasses...	97	5							97	5	102	9 55
Nails...	314	5							314	5	319	30 06
Oats...	63	61							63	61	124	3 27
Oil, in barrels...	147	269							147	269	416	39 12
Oil cake...		3								3	3	0 10
Pease...	131	9							131	9	140	4 20
Potatoes...	83	100							83	100	183	5 56
Pork...	178	61							178	61	239	6 28
Paint...	33	3							33	3	36	4 25
Pitch and tar...	28								28		28	2 99
Rags...	6								6		6	0 54
Rye...	149	21							149	21	170	4 51
Rosin...	5								5		5	0 45
Salt...	1,544	139							1,544	139	1,683	47 33
Stone intended for cutting...	35	678							35	678	713	33 36
do wrought...	19	4							19	4	23	2 82
do not suitable for cutting, unwrought...												
Seeds, all kinds...	8	7							8	7	15	0 48
Sheep...	10								10		10	0 29
Soda ash...	15								15		15	1 94
Steel...	30								30		30	1 01
Sugar...	447	54							447	54	501	49 53
Spirits, beer, &c...	62	26							62	26	88	8 86
Tobacco, raw...												
Tallow...												
Tin...	12								12		12	1 17
Turpentine...												
Wheat...	27	263							27	263	290	8 90
White lead...	24	1							24	1	25	2 31

Whiting	33	6	33	3 00
Wood	6	6	0 19	
All other goods and merchandise not enumerated	747	499	1,246	146 37
Bark	31	31	1 92	1 92
Barrels, empty	64	13	77	6 28
Floats	1,115	300	1,415	24 85
Firewood, in vessels	14,067	2,363	16,430	320 85
Lumber, sawn, in vessels	17,967	9,113	27,080	1,685 15
do rafts	5	5	0 19	0 19
Masts, spars and telegraph poles, in vessels	34	34	1 68	1 68
Railway ties, in vessels	5,634	66	5,700	601 15
do rafts	815	187	1,002	86 69
Saw logs	385	187	572	13 40
Shingles	110	47	157	31 08
Split posts and fence rails, in vessels	5	9	22	3 74
do do rafts				
Timber, square, in vessels	299	20	319	18 41
Traverses	700	700	700	5 44
Woodenware and wood partly manufactured	9	13	22	2 55
Total freight paying tolls	49,977	28,142	88,119	3,992 86
Coal, free, per Order in Council	4,313	4,313	4,313	
Firewood, free	14,520	14,520	14,520	
Stone, free, for canal construction	360	360	360	
Kryolite, free, having paid full tolls on Welland Canal	554	554	554	
Grand total freight	69,160	28,696	109,313	
Total tolls on vessels	do passenger			1,786 69
do free coal	do	\$ 115 13		130 86
do do firewood	do	242 00		
do do stone	do	8 18		
do do kryolite	do	27 70		
Wharfage and storage				39 98
Fines and damages				10 00
Other receipts				185 50
Total revenue exclusive of hydraulic rents				6,145 89

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.
No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish	35	413							35	413	448	\$ cts. 4 48
Flour	1,161	138							1,161	138	1,299	12 99
Coal	530	22,071							530	22,071	22,601	226 01
Lumber	1,523	1,304							1,523	1,304	2,827	28 27
Other agricultural products	2,592	3,597							2,592	3,597	6,189	61 89
Other merchandise	671	485							671	485	1,156	11 56
Total freight paying tolls	6,512	28,008							6,512	28,008	34,520	345 20
Tolls on vessels												1,433 28
Other receipts												3 28
Total revenue												1,781 76

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.
 No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetable.												
do do animal												
Agricultural implements												
Barley												
Bricks		7								7	7	0 68
Bones												
Brimstone												
Cement and water lime												
Clay, lime and sand												
Coal												
Corn												
Cattle												
Cotton, raw												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	25								25		25	0 25
Furniture												
Gypsum												
Glass, all kinds												
Hay, pressed												
Hogs												
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other												
iron ore	3								3		3	0 09

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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. (A) 18.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												\$ cts.
Apples.	92	54							92	54	146	2 80
Agricultural products not enumerated, vegetable.	12	255							12	255	267	5 16
do												
Agricultural implements.	2	2							2	2	4	0 11
Barley.	36	360							366	360	756	14 19
Bricks.												
Bones.												
Brimstone.	1								1		1	0 02
Cement and water lime.	102								102		102	1 92
Clay, lime and sand.												
Coal.		572		250				1,237		2,059	2,059	37 70
Corn.	3								3		3	0 06
Cattle.	3								3		3	0 06
Cotton, raw.												
Crockery and earthenware.	9								9		9	0 23
Dye wood and dye stuffs.	2								2		2	0 05
Fish.	6								6		6	0 12
Flax and hemp.												
Flour.	4	10							4	10	14	0 27
Furniture.	58	6						1	65	7	72	1 86
Gypsum.												
Glass, all kinds.	13								13		13	0 35
Hay, pressed.												
Hogs.												
Horses.	30	7							30	7	37	0 74
Hides and skins, horns and hoofs.	1								1		1	0 02
Ice.	150								150		150	3 75
Iron, railway.												
do pig.	1								1		1	0 02
do all other.	60	1							60	1	61	1 18

APPENDIX

No. (A) 19.—STATEMENT of Traffic on the undermentioned Canals, and

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.	353,971	3,952 11	676,266	3,920 31	64,052	206 74
United States vessels, steam.	478,656	7,187 03	23,980	184 98	1,025	10 54
Canadian vessels, sail.	173,921	3,460 34	1,075,155	11,565 42	44,782	632 22
United States vessels, sail.	103,608	2,306 06	66,228	517 62	115,871	1,588 34
Total, Class No. 1.	1,110,156	16,905 54	1,841,629	16,188 33	225,730	2,437 84
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.	35,080	433 66	63,283	3,024 63	3,783	66 59
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.	49	5 52	13,710	574 16	467	30 72
Brimstone.	66	9 90	159	14 98	140	27 65
Cement and water lime.	418	62 58	4,609	647 57	31	3 10
Clay, lime and sand.	70	5 25	32,259	1,517 89	4,603	462 74
Fish.	305	40 56	328	31 27		
Gypsum.			1,718	28 65		
Iron, railway.	127	19 05	3,300	477 28		
do pig.	499	99 80	4,475	547 77		
do all other.	1,610	291 31	11,701	679 62	27	1 04
Salt.	2,567	502 80	8,467	1,128 66	187	7 46
Steel.	6,220	933 00	817	109 32		
Stone, for cutting.	6,602	1,320 40	5,129	352 16	1,304	130 40
Apples.	1,223	33 98	5,088	726 09	958	61 84
Barley.	8,113	1,622 60	17,606	352 34	842	44 92
Corn.	185,180	37,035 85	12,339	1,831 35		
Cotton, raw.			2	0 30		
Flax and hemp.			2	0 19		
Flour.	13,517	1,911 76	4,799	655 09	228	7 60
Hay, pressed.	121	19 20	1,599	86 49	2,785	113 81
Meals, all kinds.	26,164	5,232 70	833	39 88		
Oil cake.			11	1 08		
Oats.	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease.	630	102 00	36,225	748 89	1,509	50 35
Potatoes.	25	2 33	127	10 15	7	0 70
Rye.	65,888	13,136 75	1,939	39 04		
Seeds, all kinds.	258	51 60	9,963	399 84		
Tobacco.	1	0 20	12	1 40		
Wheat.	198,658	39,092 84	31,058	1,364 92		
All other agricultural products, vegetable.	444	28 80	627	89 11	1	0 10
Bones.			149	18 38	341	34 10
Cattle.	1	0 02	402	29 59	57	1 90
Hogs.			27	4 05		
Hides and skins, horns and hoofs.	87	13 05	33	4 52		
Horses.	67	3 02	390	26 54	6	0 20
Lard and lard oil.	126	25 20	336	32 42		
Meats, other than pork.	19	3 00	33	3 56		
Pork.	276	55 10	581	51 34	3	0 10
Sheep.			96	7 34	152	5 07
Tallow.	77	12 40	26	2 44		
Wool.	1,243	248 30	13	1 95		
All other agricultural products, animal.			973	137 46		
Total, Class No. 3.	573,610	112,512 67	220,884	13,018 88	14,887	1,025 13

A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1891.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
167,576	682 17	78,137	762 11	23,150	463 00	29,593	223 59	134,369	226 93
186	2 29	711	16 83			8	0 50	168	0 50
161,026	2,274 15	68,965	766 05	48,514	970 28	22,975	93 33	13,002	51 69
30,939	717 31	16,644	241 70					92	2 00
359,727	3,675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No.		No.		No.		No.		No.	
12,569	162 91	5,423	130 86			9,547	88 85	16,651	197 02
Tons.		Tons.		Tons.		Tons.		Tons.	
		40	1 20			7	0 68		
24	2 36	222	5 90					1	0 02
8,091	229 22	92	2 16					102	1 92
3	0 26	73	1 90	448	4 48			6	0 12
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
17	0 50	1,683	47 33					28	0 54
		30	1 01						
1	0 02	713	33 36					1	0 02
44	1 93	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,299	12 99	25	25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18						
		3	0 10						
1,038	82 86	124	3 27					17	0 32
2,749	191 78	140	4 20					366	6 87
465	38 00	183	5 56					7	0 14
47	4 32	170	4 51					527	9 91
37	3 46	15	0 48						
								2	0 04
18	1 76	290	8 90					816	15 32
433	40 79	360	17 26	6,189	61 89			267	5 16
18	1 80	32	1 26						
750	48 96	7	0 19					3	0 06
8	0 60								
37	3 33	22	0 82					1	0 02
184	10 51	9	0 33					37	0 74
4	0 39	42	1 24					3	0 06
81	7 83	17	0 48						
52	2 85	239	6 28					1	0 02
431	32 59	10	0 29					10	0 02
24	2 27							2	0 04
9	0 90	6	0 19						
1,413	117 02	397	12 60						
16,592	877 53	7,416	224 15	7,936	79 36	32	0 93	3,178	59 86

No. (A) 19.—STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolla.	Tons.	Tolla.	Tons.	Tolla.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl.....	40	8 00	112	21 47		
Agricultural implements.....			87	13 14		
Crockery and earthenware.....	5	0 10	464	90 52	23	2 30
Dye woods and dye stuffs.....			100	8 40	55	5 50
Furniture.....	23	3 88	1,013	161 63	7	1 08
Glass, all kinds.....	32	4 77	464	87 10	1	0 10
Marble.....	3,556	533 40	20	3 93		
Manilla.....	139	20 85	1	0 19		
Molasses.....	85	14 65	991	98 31	120	12 00
Nails.....	129	12 40	3,352	521 13		
Oil, in barrels.....	56	7 67	1,036	150 79	39	3 89
Paint.....	144	20 56	632	89 30	1	0 10
Pitch and tar.....	264	39 60	390	34 72	114	11 40
Rags.....	60	12 00	181	35 20		
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	99	14 59	787	149 97		
Sugar.....	393	35 08	3,101	581 34		
Stone, wrought.....	9	1 70	365	18 70	1,273	102 45
Tin.....	246	36 51	552	96 86		
Turpentine.....			105	6 13	62	6 20
White lead.....	3	0 45	137	25 22		
Whiting.....			330	65 32		
Whiskey and all other spirits.....	346	67 96	1,215	226 70		
Merchandise, not enumerated.....	50,202	7,472 07	11,213	1,673 86	3,690	279 51
Total, Class No. 4.....	55,831	8,306 24	28,597	4,258 47	7,363	620 83
<i>Class No. 5.</i>						
Bark.....			13	3 75		
Barrels, empty.....	96	19 56	317	44 94	18	1 64
Boat knees.....						
Floats.....	40	1 75	4,740	82 30	3	0 25
Firewood, in vessels.....	9,186	407 44	11,388	330 27	19,296	649 54
do rafts.....						
Lumber, sawn, in vessels.....	64,877	11,545 03	44,410	1,518 45	97,498	5,791 76
do rafts.....			4	0 15	63	5 00
Hoops.....						
Railway ties, in vessels.....	327	28 03	745	14 87	2,793	215 93
do in rafts.....						
Masts, spars and telegraph poles, in vessels.....						
Masts, spars and telegraph poles, in rafts.....			20,986	524 65		
Square, timber, in vessels.....	20,354	3,049 94	2,183	36 78		
do rafts.....	262	16 49	6,770	169 70		
Woodenware and wood partly manufactured.....	11	4 40	36	12 40		
Shingles.....	19	7 81	16	3 26	146	17 35
Split posts and fence rails, in vessels.....						
Split posts and fence rails, in rafts.....						
Saw logs.....	3,766	160 87	15,598	355 94		
Staves and headings, barrel.....	155	12 40				
do do pipe.....	8	1 50				
do do West India.....						
do do salt barrel.....			9	0 17		
Traverses.....			10,280	26 75		
Hop poles.....						
Total, Class No. 5.....	99,101	15,255 22	117,495	3,124 38	119,817	6,684 47

Canals, and the Amount of Tolls collected, &c.—Continued.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
28	5 32	28	2 99						
16	2 62	131	15 95					4	0 11
		67	8 68					9	0 23
		25	2 25					2	0 05
33	4 44	40	4 56					72	1 86
4	0 76	78	8 55					13	0 35
		4	0 36					10	0 26
								7	0 18
24	1 42	102	9 55					44	1 10
11	0 75	319	30 06					122	3 59
25	2 70	416	39 12					85	2 17
1	0 19	36	4 25						
		28	2 99						
3	0 44	6	0 54					5	0 13
		5	0 45						
		15	1 94					13	0 33
18	1 24	501	49 53					99	2 53
3	0 29	23	2 82						
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
20	1 34	88	8 86					12	0 32
402	53 30	1,246	146 37	1,156	11 56	129	3 87	965	24 04
591	75 01	3,228	346 30	1,156	11 56	129	3 87	1,488	37 92
		51	1 92			32	0 94	5	0 10
38	4 60	77	6 28						
31,600	335 18	1,415	24 85			1,162	12 12		
45,466	1,812 71	16,430	320 85			12,378	121 90	945	7 89
423,471	32,352 80	38,519	1,685 15	2,827	28 27	592	9 67	825	9 64
159	9 15	5	0 19			202	3 60	9	0 19
235	27 88								
435	71 97	5,700	601 15			165	4 39		
		815	86 69			180	7 46		
19	1 57	34	1 68						
						171	10 10		
2,684	103 90							80	0 50
3,240	55 32	319	19 41			1,188	21 25	1,480	18 50
6	1 01	22	2 55					41	0 75
597	465 49	157	31 08			155	13 39	5	0 31
4	1 72	22	3 74			3	0 15		
12,662	292 24	572	13 40			3,742	30 10	27	0 30
200	0 50	700	5 44			705	5 50		
520,816	35,536 04	64,838	2,803 38	2,827	28 27	20,675	240 57	3,417	38 18

No. (A) 19.—STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		- cts.
Coal	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
Kryolite or chemical ore.	2,871	143 55	2,083	104 15		
Iron ore						
Stone, unwrought, not suitable for cutting.	2,813	231 30	11,028	226 95	566	56 60
Ice.	1,150	57 50				
Total, Special Class.	231,478	45,410 55	177,211	23,111 87	86,852	8,511 72
Total freight and tolls.	960,020	198,823 88	544,187	62,726 56	228,919	19,346 58
• Timber and other wood, free.	389	17 76	9,728	1,056 98		
Wheat, corn, flour, iron, salt, coal, &c., free.	14,604	2,136 20	382,879	12,188 40	345	30 34
Grand totals, passengers and tonnage of vessels not included.	975,013	200,977 84	936,794	75,971 94	229,264	19,376 92

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
648	23 78	11,391	483 88	22,601	226 01			2,059	37 70
1,784	89 20	2,703	135 15						
						3	0 09		
								1,450	14 50
								150	3 75
2,432	112 98	14,094	619 03	22,601	226 01	3	0 09	3,659	55 95
540,431	40,440 39	89,576	5,910 41	34,520	1,778 48	20,839	651 73	11,742	670 05
44,610	515 72	14,520	242 00						
		5,217	151 01						
585,041	40,956 11	109,313	6,303 42	34,520	1,778 48	20,839	651 73	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Vessels of all kinds	1,110,156	\$ cts. 16,905 54	1,841,629	\$ cts. 16,188 33	225,730	\$ cts. 2,437 84
Passengers	No. 35,080	433 66	No. 63,283	3,024 63	No. 3,783	66 59
<i>Forest—Produce of Wood.</i>						
Bark	Tons.		Tons. 13	3 75	Tons.	
Boat knees						
Floats	40	1 75	4,740	82 30	3	0 25
do Free						
Firewood	9,186	407 44	11,388	330 27	19,296	649 54
do Free						
Hoops and hop poles						
Lumber, sawed	64,877	11,545 03	44,414	1,518 60	97,561	5,796 76
do Free			3,908			
Masts, spars, &c.			20,986	524 65		
Railway ties	327	28 03	745	14 87	2,793	218 93
do Free						
Saw logs	3,766	160 87	15,598	355 94		
do Free	389					
Staves, all kinds	163	13 90	9	0 17		
Shingles	19	7 81	16	3 26	146	17 35
Split posts and rails						
Timber, square	20,616	3,066 43	8,953	206 48		
do Free			5,820			
Traverses			10,280	26 75		
Total	99,383	15,231 26	126,870	3,067 04	119,799	6,682 83
<i>Farm Stock.</i>						
Cattle	1	0 02	402	29 59	57	1 90
Hogs			27	4 05		
Horses	67	3 02	390	26 54	6	0 20
do Free			2			
Sheep			96	7 34	152	5 07
Total	68	3 04	917	67 52	215	7 17
<i>Produce of Animals.</i>						
Bones			149	18 38	341	34 10
Horns and hoofs, hides and skins, raw ..	87	13 05	33	4 52		
Lard and lard oil	126	25 20	336	32 42		
do Free			100			
Meats, other than pork	19	3 00	33	3 56		
do Free						
Pork	276	55 10	581	51 34	3	0 10
do Free			201			
Tallow	77	12 40	26	2 44		
Wool	1,243	248 30	13	1 96		
do Free	2					
Agricultural products not enumerated, animal			973	137 46		
Total	1,831	357 06	2,446	252 07	344	34 20

A—Continued.

the season of Navigation ended 31st December, 1891, showing the Total Quantity of and the amount of Tolls collected thereon.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
359,727	3 675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No.		No.		No.		No.		No.	
12,569	162 91	5,423	130 86			9,547	88 85	16,651	197 02
Tons.		Tons.		Tons.		Tons.		Tons.	
		51	1 92			32	0 94	5	0 10
31,600	335 18	1,415	24 85			1,162	12 12		
16,440									
45,466	1,812 71	16,430	320 85			12,378	121 90	945	7 89
4,786		14,520							
235	27 88								
423,630	32,361 95	38,524	1,685 34	2,827	28 27	794	13 27	834	9 83
486									
19	1 57	34	1 68			171	10 10		
435	71 97	6,515	687 84			345	11 85		
10,000									
12,662	292 24	572	13 40			3,742	30 10	27	0 30
10,678									
597	465 49	157	31 08			155	13 39	5	0 31
4	1 72	22	3 74			3	0 15		
5,924	159 22	319	18 41			1,188	21 25	1,560	19 00
2,220									
200	0 50	700	5 44			705	5 50		
565,382	35,530 43	79,259	2,794 55	2,827	28 27	20,675	240 57	3,576	37 43
750	48 96	7	0 19					3	0 06
8	0 60								
184	10 51	9	0 33					37	0 74
431	32 59	10	0 29					10	0 02
1,373	92 66	26	0 81					50	0 82
18	1 80	32	1 26						
37	3 33	22	0 82					1	0 02
4	0 39	42	1 24					3	0 06
81	7 83	17	0 48						
52	2 85	239	6 28					1	0 02
24	2 27							2	0 04
9	0 90	6	0 19						
1,413	117 02	397	12 60						
1,638	136 39	755	22 87					7	0 14

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated,						
vegetable.....	444	28 80	627	89 11	1	0 10
do Free.....	52		2			
Apples.....	1,223	33 98	5,088	726 09	958	61 84
Barley.....	8,113	1,622 60	17,606	352 34	842	44 92
Cotton, raw.....			2	0 30		
Corn.....	185,180	37,035 85	12,339	1,831 35		
do Free.....			55,264			
Flax and hemp.....			2	0 19		
do Free.....	1					
Flour.....	13,517	1,911 76	4,799	655 09	228	7 60
do Free.....			3,324			
Hay, pressed.....	121	19 20	1,599	86 49	2,785	113 81
Meal, all kinds.....	26,164	5,232 70	833	39 88		
do Free.....			67			
Manilla.....	139	20 85	1	0 19		
Oats.....	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease.....	630	102 00	36,225	748 89	1,509	50 35
do Free.....			390			
Potatoes.....	25	2 33	127	10 15	7	0 70
Rye.....	65,888	13,136 75	1,939	39 04		
do Free.....			64,978			
Seeds, all kinds.....	258	51 60	9,963	399 84		
do Free.....			2			
Tobacco, raw.....	1	0 20	12	1 40		
do Free.....			1			
Wheat.....	198,658	39,092 84	31,058	1,364 92		
do Free.....			159,785			
Total.....	553,373	108,883 26	414,956	6,589 07	7,569	320 65
<i>Manufactures.</i>						
Ashes, pot and pearl.....	40	8 00	112	21 47		
do Free.....	31		40			
Agricultural implements.....			87	13 14		
Barrels, empty.....	96	19 56	317	44 94	18	1 64
Bricks.....	49	5 52	13,710	574 16	467	30 72
do Free.....	469					
Cement and water line.....	418	62 58	4,609	647 57	31	3 10
do Free.....	2,380		539			
Crockery and earthenware.....	5	0 10	464	90 52	23	2 30
do Free.....	251					
Furniture.....	23	3 88	1,013	161 63	7	1 08
do Free.....	1		2			
Glass, all kinds.....	32	4 77	464	87 10	1	0 10
do Free.....	30		1			
Iron, railway.....	127	19 05	3,300	477 28		
do Free.....	2,855					
Iron, pig.....	499	99 80	4,475	547 77		
do Free.....	112		371			
Iron, all other.....	1,610	291 31	11,701	679 62	27	1 04
do Free.....	595		14			
Molasses.....	85	14 65	991	98 31	120	12 00
Nails.....	129	12 40	3,352	521 13		
do Free.....	560					
Oil, in barrels.....	56	7 67	1,036	150 79	39	3 89
do Free.....	64					
Oil cake.....			11	1 08		
Paint.....	144	20 56	632	89 30	1	0 10
do Free.....	61					

during the Season of Navigation, ended 31st December, 1891, &c.—Continued.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
433	40 79	360	17 26	6,189	61 89			267	5 16
44	1 93	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,299	12 99	25	0 25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18					7	0 18
1,038	82 86	124	3 27					17	0 32
2,749	191 78	140	4 20					366	6 87
465	38 00	183	5 56					7	0 14
47	4 32	170	4 51					527	9 91
37	3 46	15	0 48						
								2	0 04
18	1 76	290	8 90					816	15 32
5,373	412 97	3,361	95 69	7,488	74 88	25	0 25	2,928	55 26
28	5 32	28	2 99						
16	2 62	131	15 95					4	0 11
38	4 60	77	6 28						
		40	1 20			7	0 68		
24	2 36	222	5 90					102	1 92
		67	8 68					9	0 23
33	4 44	40	4 56					72	1 86
4	0 76	78	8 55					13	0 35
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
24	1 42	102	9 55					44	1 10
11	0 75	319	30 06					122	3 59
25	2 70	416	39 12					85	2 17
		3	0 10						
1	0 19	36	4 25						

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>						
Pitch and tar.....	264	\$ 39 60	390	\$ 34 72	114	\$ 11 40
do Free.....	22					
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	99	14 59	787	149 97		
do Free.....	377					
Spirits, whiskey, &c.....	346	67 96	1,215	226 70		
do Free.....	294		105			
Steel.....	6,220	933 00	817	109 32		
Sugar.....	393	35 08	3,101	581 34		
do Free.....	412					
Tip.....	246	36 51	552	96 86		
do Free.....	23					
Turpentine.....			105	6 13	62	6 30
White lead.....	3	0 45	137	25 22		
do Free.....	3					
Whiting.....			330	65 32		
do Free.....	50					
Woodenware.....	11	4 40	36	12 40		
Total.....	19,485	1,701 44	56,765	5,612 33	2,888	269 87
<i>Merchandise.</i>						
Brimstone.....	66	9 90	159	14 98	140	27 65
Clay, lime and sand.....	70	5 25	32,259	1,517 89	4,603	462 74
do Free.....	206		563		345	
Coal.....	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
do Free.....			94,690			
Dye woods and dye stuffs.....			100	8 40	55	5 50
Fish.....	305	40 56	328	31 27		
do Free.....	7					
Gypsum.....			1,718	28 65		
Ores, all kinds.....	2,871	143 55	2,083	104 15		
do Free.....	544		1,410			
Marble.....	3,556	533 40	20	3 93		
Rags.....	60	12 00	181	35 20		
Salt.....	2,567	502 80	8,467	1,128 66	187	7 46
do Free.....	4,391					
Stone, all kinds.....	9,424	1,603 40	16,522	597 81	3,143	289 45
do Free.....			750			
All other goods and merchandise, not enumerated.....	51,352	7,529 57	11,213	1,673 86	3,690	279 51
do Free.....	810		278			
Total.....	300,873	55,308 63	334,841	27,925 57	98,449	9,527 43
Grand totals (passengers and tonnage of vessels not included).....	975,013	196,823 88	936,794	62,726 56	229,264	19,346 58

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

during the Season of Navigation ended 31st December, 1891, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolla.	Tons.	Tolla.	Tons.	Tolla.	Tons.	Tolla.	Tons.	Tolla.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		28	2 99						
		5	0 45						
		15	1 94					13	0 33
20	1 34	88	8 86					12	0 32
		30	1 01						
18	1 24	501	49 53					99	2 53
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
6	1 01	22	2 55					41	0 75
323	32 10	2,736	222 82			7	0 68	704	17 13
								1	0 02
8,091	229 22	92	2 16						
648	23 78	11,391	483 88	22,601	226 01			2,059	37 70
		4,313							
		25	2 25					2	0 05
3	0 26	73	1 90	448	4 48			6	0 12
1,784	89 20	2,703	135 15			3	0 09		
		554							
		4	0 36					10	0 26
3	0 44	6	0 54					5	0 13
17	0 50	1,683	47 33					28	0 54
4	0 31	736	36 18					1,451	14 52
		350							
402	53 30	1,246	146 37	1,156	11 56	129	3 87	1,115	27 79
10,962	397 01	23,176	856 12	24,205	242 05	132	3 96	4,677	80 13
585,041	40,440 39	109,313	5,910 41	34,520	1,178 48	20,839	651 73	11,742	670

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.
No. (A) 21.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1891.

CANALS AND OFFICES.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total Tolls.
WELLAND CANAL.										
Chippewa		22 24	11 08	8 70	11 84	0 78	0 02	5 80		70 00
Colborne	3,740 07	17,230 94	18,931 79	19,048 57	24,780 58	24,832 34	18,735 04	10,127 52	840 43	138,280 78
Dalhousie	2,620 79	11,405 72	8,606 53	6,407 44	6,862 84	8,199 83	10,952 08	3,084 07	24 35	58,824 55
Dunnville		30 10	118 38	40 05	52 81	28 80	106 43	116 57		58,494 13
Maitland	8 75	0 65		1 23			1 00			11 63
Robinson	40 46	105 53	71 03	32 81	64 00	8 73	05 01	107 08	13 30	549 83
St. Catharines	64 32	80 83	54 76	87 48	109 84	85 54	65 47	41 48	8 24	592 96
Total, Welland Canal	6,480 99	28,042 10	27,794 42	25,022 37	31,872 90	33,165 02	20,948 75	14,092 02	881 41	198,823 88
ST. LAWRENCE CANALS.										
Beauharnois	1 44	45 14	117 04	237 38	235 03	374 20	177 72	115 01		1,302 96
Cardinal	7 80	151 68	100 24	211 59	24 04	74 60	01 82	48 61	1 45	711 02
Cornwall		2,047 43	4,267 33	4,866 31	3,160 57	2,720 20	3,108 80	2,500 68	60 80	22,783 30
Kingston		1,087 13	1,969 31	1,969 78	1,242 03	813 08	1,081 84	1,109 74		10,473 41
Lachine	19 10	252 74	366 83	830 25	278 06	270 25	451 94	270 58	4 92	2,437 20
Montreal	140 79	2,789 07	3,390 96	4,371 38	4,005 41	3,961 51	3,140 65	2,022 00		25,027 77
Total, St. Lawrence Canals	169 22	6,973 19	10,241 21	11,026 73	9,541 04	8,410 52	8,658 77	6,732 62	73 26	62,726 56
CHAMBLEY CANAL.										
Chamblé		648 74	1,098 87	1,108 00	1,281 19	885 01	1,511 46	927 83		7,549 10
St. John's		2,013 46	1,856 57	1,875 41	1,401 14	1,192 17	1,353 25	864 50		11,168 80
St. Ours		47 87	70 77	79 38	60 16	103 73	178 20	106 87		640 98
Total, Chamblé Canal		8,310 07	3,026 21	3,150 79	2,742 49	2,180 91	3,042 91	1,893 20		19,346 84

OTTAWA CANALS.											
Ottawa.....	190 03	5,129 73	3,941 19	3,597 40	2,629 84	2,268 53	2,457 39	1,520 54	.....	21,734 65	.....
Carillon	9 67	21 92	9 64	8 98	6 10	5 69	24 82	32 11	.....	118 83	.....
Grenville.....	325 09	2,757 48	2,784 31	3,017 00	2,542 39	2,078 88	1,863 28	1,697 12	.....	17,065 55	.....
Ste. Anne's.....	17 09	147 77	203 04	274 81	284 00	245 07	304 48	94 10	1 00	1,521 36	.....
Total Ottawa Canals	541 88	8,056 90	6,938 18	6,898 19	5,412 33	4,598 07	4,649 97	3,343 87	1 00	40,440 39	.....
RIDEAU CANAL.											
Kingston Mills .....	.....	165 94	282 46	329 49	287 00	178 89	153 16	112 96	.....	1,479 90	.....
Ottawa.....	9 14	383 84	706 02	620 32	600 07	539 26	681 64	348 11	.....	3,898 40	.....
Smith's Falls.....	.....	29 05	54 91	175 69	102 81	85 27	52 56	31 82	.....	532 11	.....
Total Rideau Canal.....	9 14	588 83	1,043 39	1,126 50	989 88	803 42	887 36	492 89	.....	5,910 41	.....
ST. PETER'S CANAL.											
St. Peter's	28 89	164 70	112 98	102 35	111 36	282 77	438 40	383 37	163 66	1,778 48	.....
NEWCASTLE DISTRICT CANALS.											
Bobcaygeon.....	.....	9 50	45 63	70 56	91 32	67 38	57 03	10 25	.....	351 67	.....
Buckhorn .....	.....	.....	20 75	10 85	9 40	8 75	0 30	.....	.....	50 05	.....
Burleigh .....	.....	3 93	18 83	18 60	11 39	21 57	19 93	1 75	.....	96 00	.....
Fenelon Falls .....	.....	0 50	2 25	0 50	0 50	3 70	.....	1 25	.....	8 70	.....
Hastings .....	.....	1 50	4 25	8 00	6 25	2 25	1 25	.....	.....	23 50	.....
Peterborough	2 70	12 10	28 24	21 35	18 74	21 59	16 54	6 55	.....	121 81	.....
Total, Newcastle District Canals	2 70	27 53	113 95	129 86	137 60	125 24	95 05	19 80	.....	651 73	.....
MURRAY CANAL.											
Brighton.....	13 52	54 85	135 67	146 09	178 74	63 85	46 05	31 28	.....	670 05	.....
Grand total.....	7,255 34	48,108 17	49,406 01	49,101 78	50,956 34	49,629 80	47,882 26	26,889 05	1,119 33	330,348 08	.....

B. H. TEAKLIES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals, during the Season of Navigation ended the 31st December, 1891, and the Amount of Tolls collected thereon.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian vessels, steam	1,147	92,764	86,418	74,643	2,352	292	292	7,294	89,946	174,963	179,008	353,971	3,952 11
do sail	641	30,005	28,405	48,708	4,835	288	.....	9,056	52,624	88,057	86,864	173,921	3,460 34
Total Canadian	1,788	122,769	114,823	123,351	7,187	580	292	16,350	142,570	263,020	265,872	527,892	7,412 45
United States vessels, steam	522	1	1	9,180	204	227,752	195,905	201	45,412	237,134	241,522	478,656	7,187 03
do sail	284	91	40	3,887	576	48,252	35,006	457	15,300	52,687	50,921	103,608	2,306 06
Total United States	806	92	41	13,067	780	276,004	230,910	658	60,712	289,821	292,443	582,264	9,493 09
Grand total, Welland Canal	2,594	122,861	114,864	136,418	7,967	276,554	231,202	17,008	203,282	552,841	557,315	1,110,156	16,906 54
ST. LAWRENCE CANALS.													
Canadian vessels, steam	3,041	353,192	299,992	17,127	608	.....	.....	.....	5,347	370,319	305,947	676,266	3,920 31
do sail	5,706	550,410	407,869	46,487	320	.....	.....	.....	70,129	596,897	478,268	1,075,155	11,665 42
Total Canadian	747	903,602	707,861	63,614	928	.....	.....	.....	75,476	967,216	784,205	1,751,421	15,485 73
United States vessels, steam	582	307	1,377	3,701	75	6,134	6,945	63	5,288	10,285	13,715	23,990	184 98
do sail	604	517	14,083	7,349	1,602	875	943	30,362	10,497	39,103	27,125	66,228	517 62
Total United States	1,186	824	15,460	11,110	1,677	7,009	7,908	30,425	15,795	49,308	40,840	90,208	702 60
(Grand total, St. Lawrence Canals.	1,933	904,426	723,261	74,724	2,605	7,009	7,908	30,425	91,271	1,016,594	825,045	1,841,629	16,188 33
CHAMBLEY CANAL.													
Canadian vessels, steam	464	32,200	31,006	94	.....	.....	.....	.....	746	32,300	31,752	64,052	200 74

do	sail	555	10,411	9,792	7,339	17,240	17,750	27,032	44,782	632 22
Total Canadian.....		1,019	42,617	40,798	7,433	17,986	50,060	58,784	108,894	838 96
United States vessels, steam.....		28	352	309	134	230	486	539	1,025	10 54
do	sail	1,006	1,471	2,660	41,875	69,865	43,346	72,525	115,871	1,588 34
Total United States.....		1,034	1,823	2,969	42,009	70,095	43,832	73,064	116,896	1,598 88
Grand total, Chambly Canal.....		2,053	44,440	43,767	49,442	88,081	93,892	131,848	225,730	2,487 84
OTTAWA CANAL.										
Canadian vessels, steam.....		1,025	52,480	112,784	2,312	52,480	115,096	167,576	682 17	
do	sail	1,123	8,659	134,287	18,040	8,659	152,327	161,026	2,274 15	
Total Canadian.....		2,148	61,179	247,071	20,352	61,179	267,423	328,602	2,956 32	
United States vessels, steam.....		4	102	33	51	102	84	186	2 29	
do	sail	312	4,677	1,043	25,219	4,677	26,262	30,939	717 31	
Total United States.....		316	4,779	1,076	25,270	4,779	26,346	31,125	719 60	
Grand total, Ottawa Canal.....		2,464	65,958	248,147	45,622	65,958	293,769	359,727	3,675 92	
RIDEAU CANAL.										
Canadian vessels, steam.....		1,299	35,585	42,426	126	35,711	42,426	78,137	762 11	
do	sail	945	32,445	35,649	871	33,316	35,649	68,965	766 05	
Total Canadian.....		2,244	68,030	78,075	997	69,027	78,075	147,102	1,528 16	
United States vessels, steam.....		69	323	388	.....	323	388	711	16 83	
do	sail	181	2,314	9,851	4,479	6,793	9,851	16,644	241 70	
Total United States.....		250	2,637	10,239	4,479	7,116	10,239	17,355	258 53	
Grand total, Rideau Canal.....		2,494	70,677	88,314	5,476	76,143	88,314	164,457	1,786 69	
ST. PETER'S CANAL.										
Canadian vessels, steam.....		129	11,167	11,983	.....	11,167	11,983	23,150	463 00	
do	sail	992	24,150	24,364	.....	24,150	24,364	48,514	970 28	
Grand total, St. Peter's Canal.....		1,121	35,317	36,347	.....	35,317	36,347	71,664	1,433 28	

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANALS.													
Canadian vessels, steam.....	747	14,749	14,844							14,749	14,844	20,593	223 59
do sail.....	385	11,904	11,071							11,904	11,071	22,975	93 33
Total Canadian.....	1,132	26,653	25,915							26,653	25,915	52,568	316 92
United States vessels, steam.....	2	4	4							4	4	8	50
do sail.....													
Total United States.....	2	4	4							4	4	8	50
Grand total, Trent Valley Canals..	1,134	26,657	25,919							26,657	25,919	52,576	317 42
MURRAY CANAL.													
Canadian vessels, steam.....	859	90,376	31,935	5,325						95,701	38,668	134,369	236 93
do sail.....	188	5,975	4,403	1,038	175					7,013	5,980	13,002	51 69
Total Canadian.....	1,047	96,351	36,338	6,363	175					102,714	44,657	147,371	278 62
United States vessels, steam.....	2	163	5							163	5	168	0 50
do sail.....	6	35	57							35	57	92	2 00
Total United States.....	8	198	62							198	62	260	2 50
Grand total, Murray Canal.....	1,055	96,549	36,400	6,363	175					102,912	44,719	147,631	281 12

TRENT VALLEY CANALS.

MURRAY CANAL.

APPENDIX A—Continued.
No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.
RECAPITULATION.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS.													
Steam and Sail.													
Welland	1,788	122,769	114,823	123,351	7,187	550	292	16,350	142,570	263,020	264,872	527,892	7,412 45
St. Lawrence	747	903,602	707,801	63,614	928	...	...	...	75,476	967,216	784,205	1,751,421	15,485 73
Chambly	1,019	42,617	40,798	7,433	...	...	...	...	17,986	50,050	58,784	108,834	838 96
Ottawa	2,148	61,179	247,071	...	20,352	...	...	...	...	61,179	267,423	328,602	2,956 32
Rideau	2,244	68,030	78,075	997	...	...	...	...	...	69,027	78,075	147,102	1,528 16
St. Peter's	1,121	35,317	36,347	...	...	...	...	...	...	35,317	36,347	71,664	1,433 28
Trent Valley	1,132	26,633	25,915	...	...	...	...	...	...	26,633	25,915	52,568	316 92
Murray	1,047	96,351	36,338	6,363	175	...	...	...	8,144	102,714	44,657	147,371	278 62
Total Canadian	11,246	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	30,250 44
UNITED STATES VESSELS.													
Steam and Sail.													
Welland	806	92	41	13,067	780	276,004	230,910	658	60,712	289,821	292,443	582,264	9,493 09
St. Lawrence	1,186	824	15,460	11,110	1,677	7,009	7,908	80,425	15,795	49,368	40,840	90,208	702 60
Chambly	1,034	1,823	2,969	42,009	...	...	...	...	70,095	43,832	73,064	116,896	1,588 88
Ottawa	316	4,779	1,076	...	25,270	...	...	...	...	4,779	26,346	31,125	719 60
Rideau	250	2,637	10,239	4,479	...	...	...	...	...	7,116	10,239	17,355	258 53
St. Peter's	2	4	1	...	...	...	...	...	...	4	4	8	0 50
Trent Valley	8	198	62	...	...	...	...	...	...	198	62	260	2 50
Murray .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total United States	3,602	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	12,775 70
Grand total, Canadian and United States	14,848	1,366,875	1,317,019	272,423	56,369	283,563	239,110	47,433	390,778	1,970,294	2,003,276	3,973,570	43,026 14

APPENDIX A—Continued.

NO. (A) 22½.—COMPARATIVE STATEMENT of Grant Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1890 and 1891, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1890.												
Welland Canal.....	30,274	56,535	35,959	10,283	215,698	318,259	17,358	331,799	299,289	716,876	1,016,165	194,089 53
St. Lawrence Canals.....	216,557	476,196	11,052	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,863	60,720 30
Chambly Canal.....	8,224	4,118	85,113	6,083				98,867	93,337	109,070	202,407	18,171 00
Rideau Canal.....	81,219	26,289	6,066						87,285	26,289	113,574	6,145 21
Ottawa Canals.....	527	537,253	8	113,567					535	650,820	651,355	48,226 36
St. Peter's Canal.....	5,889	26,342							5,889	26,342	32,231	1,742 01
Trent Valley Canals.....	22,297	2,392							22,297	2,392	24,679	708 94
Murray Canal.....	4,606	7,896	6,190					91	10,798	7,985	18,783	707 03
1891.												
Welland Canal.....	11,415	58,559	13,845	13,963	247,543	306,257	17,409	306,022	290,212	684,901	975,013	198,823 88
St. Lawrence Canals.....	203,211	547,727	10,725	1,545	645	1,701	33,314	137,926	247,895	688,899	936,794	62,726 56
Chambly Canal.....	56,763	7,547	66,881					98,073	123,644	105,620	229,264	19,346 58
Rideau Canal.....	69,714	28,142	11,457						81,171	28,142	109,313	5,910 41
Ottawa Canals.....	871	476,735		107,435					871	584,170	585,041	40,440 39
St. Peter's Canal.....	6,512	28,098							6,512	28,098	34,620	1,778 48
Trent Valley Canals.....	16,632	4,207							16,632	4,207	20,839	661 73
Murray Canal.....	5,002	4,322	906	250			24	1,238	5,932	5,810	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—Continued.

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the season of Navigation in 1891.

WELLAND CANAL.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
5	7	35	12	60	9	45	4	20
10	1	10	4	40	3	30		
15	2	30			1	15	1	15
20	2	40	12	240	4	80	4	80
25	6	150	2	50				
30	9	270	2	60	1	30		
35	3	105			1	35		
40	2	80	2	80	1	40	5	200
45			1	45				
50	1	50	1	50	1	50		
65			2	130				
70	1	70	1	70				
75					1	75		
80	2	160	2	160				
85	1	85	1	85			1	85
90			3	270				
100	1	100						
105					1	105		
110					3	330	2	220
115							2	230
120			1	120			2	240
125			1	125			2	250
130	1	180					2	260
135							1	135
145			2	290				
150	1	150	2	300	1	150		
165								
170			1	170				
175	1	175	1	175				
180	1	180	1	180				
185			1	185				
190			2	380				
200			2	400				
210	1	210	1	210	1	210		
215	1	215			1	215		
220	2	440						
225			1	225				
230			2	460			2	460
235			1	235				
240	1	240						
245	1	245	1	245			1	245
255			2	510				
260							3	780
265							1	265
270			1	270				
275			2	550	1	275		
280	1	280	1	280	1	280	1	280
285			5	1,425			5	1,425
290	1	290	2	580				
300	1	300					3	900
305	2	610	1	305			1	305
310			3	930			3	930
315			1	315			6	1,890
320	1	320	5	1,600			4	1,280
325			5	1,625			3	975
330	2	660	3	990			1	330
335			2	670			2	670

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Continued.*WELLAND CANAL—*Continued.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	No.	Total Tonnage.	Number.	Total Tonnage.
340							1	340
355							2	710
360	1	360	1	360	1	360		
365							1	365
370							1	370
375			1	375				
380					1	380		
385					1	385		
390					1	390	1	390
395	1	395						
400	2	800			1	400		
405	1	405						
410	1	410	1	410				
425	1	425						
440	2	880	1	440				
450			1	450				
455	1	455	1	455				
460			1	460				
470					2	940	2	940
480							1	480
485	1	485					2	970
490			1	490	1	490	1	490
495							1	495
500	1	500	1	500			2	1,000
510	1	510					2	1,020
515							1	515
520			1	520			1	520
525							2	1,050
530	1	530						
540	2	1,080			1	540		
550			1	550				
555	1	555					1	555
565								
575	1	575					1	580
580	1	580					1	590
590					1	590		
600	1	600			1	600	2	1,200
610							1	610
615					1	615		
620					1	620		
630			1	630			1	630
640					2	1,280	2	1,280
650					1	650		
655					1	655		
660					1	660		
695							1	695
770	1	770						
800							1	800
805							1	805
840					2	1,680		
850					2	1,700		
870							1	870
880					1	880		
908			1	908				
910					1	910		
915					1	915		
920					1	920		

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Concluded.*
WELLAND CANAL—*Concluded.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
929	1	929						
940					1	940		
950					1	950		
977	1	977						
980					1	980		
985					1	985		
990					1	990		
1,001			1	1,001				
1,013					1	1,013		
1,022					1	1,022		
1,024					1	1,024		
1,029					1	1,029		
1,035					1	1,035		
1,038					1	1,038		
1,041			1	1,041				
1,053					1	1,053		
1,054					1	1,054		
1,075					1	1,075		
1,168							1	1,168
1,172	1	1,172						
1,203					1	1,203		
1,267	1	1,267						
1,425					1	1,425		
1,441					1	1,441		
1,547					1	1,547		
1,548					1	1,548		
1,550					1	1,550		
1,553					2	3,106		
2,004					1	2,004		
Total.....	81	29,290	113	23,680	80	46,537	97	31,918

APPENDIX A—Continued.

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, during the Season of Navigation in 1891.

ST. LAWRENCE CANALS.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
5	37	185	17	85	6	30	1	5
10	8	80	3	30	3	30		
15	6	90	7	165	1	15	1	15
20	13	260	5	100	3	60	2	40
25	16	400	3	75	2	50		
30	5	150	2	60				
35	13	455	3	105	2	70	4	140
40	6	240	8	320			1	40
45	3	135	5	225				
50	4	200	8	400	2	100		
55	4	220	4	220				
60	3	180	26	1,560				
65	1	65	7	455			1	65
70	2	140	4	280				
75	1	75	8	600	1	75	1	75
80	1	80	8	640				
85	3	255	5	425			8	680
90	1	90	12	1,080			10	900
95	3	285	16	1,520			56	5,320
100	2	200	27	2,700			52	5,200
105	8	840	16	1,680			16	1,680
110			8	880			10	1,540
115	1	115	12	1,381			7	805
120	1	120	5	600			2	240
125	2	250	11	1,375			1	125
130			8	1,040				
135	1	135	7	945				
140			10	1,400				
145	2	290	11	1,595				
150			18	2,700				
155	3	465	37	2,635				
160	3	480	11	1,760			2	320
165			14	2,310	1	165		
170			5	850				
175			3	525				
180			4	720				
185			6	1,110				
190			1	190				
195			5	975				
200	2	400	3	600				
205			3	615				
220	1	220	1	220				
230	1	230	4	920				
235			2	470			1	235
240			1	240	1	240		
250			1	250				
255			1	255				
260			2	520				
270							1	270
275			1	275				
280							1	280
285			1	285				
295	1	295	1	295				
300			1	300			2	600
305	2	610	4	1,220				
310			2	620				
315			3	945				

APPENDIX A—Continued.

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

ST. LAWRENCE CANALS—Continued.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
320			3	960			1	320
325	1	325					1	325
330			1	330				
335	2	670	3	1,005				
340			5	1,700				
345			2	690				
350			2	700				
360	1	360	1	360				
365			4	1,460				
370			1	370				
375			2	750				
385			1	385				
405	1	405						
410			1	410				
415			1	415				
435			1	435				
440	1	440	2	880				
450			1	450				
455	1	455						
475			1	475				
485			1	485				
500	1	500	1	500				
510	2	1,020						
515			1	515				
520			1	520				
545			1	545				
565			1	565				
575	1	575						
580	1	580						
585			2	1,170				
595	1	595						
600	1	600						
615	1	615	1	615				
630			1	630				
675	1	675						
690	1	690						
715	1	715						
836	1	836						
910					1	910		
1,068	1	1,068			1	1,068		
1,167							1	1,167
2,004					1	2,004		
Total...	180	19,359	443	60,906	25	4,817	183	20,387

APPENDIX A—Continued.

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Concluded.

RIDEAU, OTTAWA AND CHAMBLY CANALS.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
5	33	165	158	790	8	40	13	65
10	19	190	25	250	9	90	1	10
15	9	135	8	120	4	60		
20	5	100	3	60	4	60		
25	8	200	5	125				
30	6	180	3	90				
35	4	130	7	245				
40	3	120	6	240	1	40	1	40
45	2	90	2	90				
50	4	200	4	200				
55	5	275	2	110				
60	4	240	3	180	1	60	3	180
65	1	65	3	195			5	325
70			4	280			2	140
75	3	225	3	225			1	75
80	2	160	6	480				
85			3	255			4	340
90	1	90	13	1,170			24	2,160
95			15	1,425			57	5,415
100	3	300	24	2,400			142	14,200
105	1	105	10	1,000	1	105	39	4,095
110			8	880			22	2,420
115			4	460			20	2,300
120	2	240	6	720			7	840
125	1	125	7	875			3	375
130			8	1,040			1	130
135			1	135				
140	1	140	7	980				
145	2	290	10	1,450				
150			16	2,400				
155	1	155	30	4,650				
160			14	2,240			1	160
165			13	2,145				
170			5	850				
175			2	350				
180			2	360				
185			2	370				
195			2	390				
205			1	205				
210			1	210				
230	1	230	1	230				
245			1	245				
270			1	270				
332	2	664						
338			2	676				
344	1	344						
368	2	736						
397	1	397						
Total.	127	6,291	451	32,061	28	455	346	33,270

APPENDIX A—Continued—CANALS.
 No. 25.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1891.

WELLAND CANAL.									
CANADIAN.					UNITED STATES.				
Class.	Steam Vessels.	No.	Tonnage.	Sailing Vessels.	No.	Tonnage.	Steam Vessels.	No.	Tonnage.
1	250 to 1,267 tons...	33	17,120	1 250 to 1,041 tons...	48	18,640	1 250 to 2,004 tons...	51	45,127
2	200 to 249 "...	6	1,350	2 200 to 249 "...	8	1,775	2 100 to 249 "...	2	425
3	150 to 199 "...	3	505	3 150 to 199 "...	8	1,390	3 150 to 199 "...	3	150
4	100 to 149 "...	2	230	4 100 to 149 "...	4	535	4 100 to 149 "...	4	435
5	50 to 99 "...	5	365	5 50 to 99 "...	10	785	5 50 to 99 "...	5	125
6	Under 50 "...	32	720	6 Under 50 "...	35	575	6 Under 50 "...	6	275
	Total	81	20,290	Total	113	23,680	Total	80	46,537
									97
									31,918
ST. LAWRENCE CANALS.									
1	250 to 1,068 tons...	23	12,029	1 250 to 630 tons...	59	22,285	1 250 to 1,107 tons...	1	3,982
2	200 to 249 "...	4	850	2 200 to 249 "...	14	3,065	2 200 to 249 "...	2	240
3	150 to 199 "...	6	945	3 150 to 199 "...	88	10,975	3 150 to 199 "...	3	165
4	100 to 149 "...	17	1,960	4 100 to 149 "...	133	16,296	4 100 to 149 "...	4	100
5	50 to 99 "...	23	1,590	5 50 to 99 "...	98	7,180	5 50 to 99 "...	5	175
6	Under 50 "...	107	1,995	6 Under 50 "...	53	1,105	6 Under 50 "...	6	255
	Total	180	19,359	Total	443	60,906	Total	25	4,817
									183
									20,387
RIDEAU, OTTAWA AND CHAMBLEY CANALS.									
1	250 to 397 tons...	6	2,141	1 250 to 338 tons...	3	946	1 250 to 300 tons...	1	...
2	200 to 249 "...	1	230	2 200 to 249 "...	4	890	2 200 to 249 "...	2	...
3	150 to 199 "...	11	1,355	3 150 to 199 "...	70	11,355	3 150 to 199 "...	3	...
4	100 to 149 "...	20	1,255	4 100 to 149 "...	101	12,340	4 100 to 149 "...	4	...
5	50 to 99 "...	89	1,310	5 50 to 99 "...	56	4,520	5 50 to 99 "...	5	...
6	Under 50 "...	127	6,291	6 Under 50 "...	217	2,010	6 Under 50 "...	6	...
	Total	127	6,291	Total	451	32,061	Total	346	33,270

No. 26.—Rates of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O.C., 25th April, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>								
Vessels, steam per ton.	0 01½	0 01½	0 02½	0 00½	0 00½	0 01½	0 00½	0 01½
do sail and other do	0 02½	0 02½	0 03½	0 01½	0 01½	0 02½	0 01	0 02½
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards	0 10	0 10	0 20	0 10	0 05	0 08	0 02½	0 09½
Passengers, under 21 years each	0 05	0 05	0 10	0 05	0 02	0 04	0 01½	0 04½
<i>Class No. 3.</i>								
Bricks, cement and water lime	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19½
Clay, lime and sand								
Brimstone								
Corn								
Flour								
Iron, railway								
do pig								
do all other, including steel (O. C., 1st Feb., 1888)								
Plaster, gypsum								
Salt								
Salt meats or fish, in barrels or otherwise								
Agricultural products, vegetable, not enumerated								
Agricultural products, animal, not enumerated								
Stone, for cutting								
Wheat								
<i>Class No. 4.</i>								
All other articles, not enumerated	0 15	0 20	0 20	0 20	0 10	0 26	0 14	0 29

of the Dominion of Canada, 1891.

TRENT VALLEY CANAL (O.C., 25th JULY, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{4}$	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{4}$	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{4}$	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{4}$	\$ cts. 0 00 $\frac{3}{4}$ 0 01	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{4}$
0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

No. 26.—Rates of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamby Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Anne's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 5.</i>								
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19½
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03½
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03½
Floats, per 1,000 lineal feet ..	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05
Firewood, per cord, in vessels ..	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23
do rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30½
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30
Masts and spars, telegraph poles, per ton of 40 cubic ft., in vessels ..	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13½
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts ..	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22½
Railway ties, in vessels, each	0 01	0 01	0 01	0 00½	0 00½	0 00½	0 00½	0 01½
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02½
Sawed stuff, boards, planks, scantling and sawed timber, per M. feet, board measure, in vessels ..	0 30	0 30	0 30	0 15	0 10	0 11½	0 06½	0 20
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts ..	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36½
Square timber, per M. cubic feet, in vessels	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69
Square timber, per M. cubic feet, in rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13
Wagon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55
Shingles, per M.	0 06	0 06	0 06	0 06	0 04	0 04½	0 02½	0 08
Split posts and fence rails per M., in vessels	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42
Split posts and fence rails per M., in rafts	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77
Saw-logs, each standard log	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13
Staves and headings, brls. per M. ..	0 40	0 40	0 40	0 20	0 15	0 15	0 10	0 30
do pipe do	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75
do W. India, per M. ..	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do salt barrel, sawn ..	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06
or cut, per M.	0 50	0 50	0 50	0 50	0 4½	0 38	0 15	0 67½
Traverses, per 100 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
Hop poles, per 1,000 pieces								
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th October, 1882) ..	0 15	0 05		0 05	West ward			
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17½
Stone, unwrought, corded and not suitable for cutting, per cord ..	0 75	0 75	0 75	0 60	0 37½	0 28	0 24	0 77½
Kryolite, iron ore or chemical ore ..	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05					

of the Dominion—Continued.

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Bobcaygeon.	Tolls Charge- able to Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 00½	0 00½
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00½	0 00½	0 00½	0 00½	0 03	0 00½
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00½	0 00½	0 00½	0 00½	0 03	0 00½
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00½	0 00½	0 00½	0 00½	0 03	0 00½
Free.	Free.	Free.	Free.	Free.	Free.

Sec. 76.—Standard for estimating weights, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois	1	Stone, 12 cubic feet.....	1
Per M. is per thousand feet.....	1	Stone, 1 cord.....	7½
Per Mille, is per thousand pieces.....	1	Whiskey, 4 barrels or 215 gallons.....	1
Green fruit, 9 barrels are.....	1	Empty barrels, 10.....	1
Ashes, 3 barrels are.....	1	Barrel hoops, 10 Mille.....	1
Bark, 4 cords.....	1	Board and other sawed lumber, 600 feet board measure.....	1
Beef, 7 barrels.....	1	Boat knees, 4.....	1
Biscuit and crackers, 9 barrels.....	1	Firewood, 1 cord.....	3
Bricks, common, 1,000.....	2	Hop poles, 60 or 40 cubic feet.....	1
Butter, 22 kegs or 7 barrels.....	1	Shingles, 12 M. or bundles.....	1
Cattle, 3.....	1	Split posts and fence rails, 1 Mille.....	1
Cement and water lime, 7 barrels.....	1	Staves and headings, pipe, 1 Mille.....	8
Fire bricks, 1,000.....	3	do W. India, 1 Mille.....	4
Fish, 7 barrels.....	1	do barrel, 1 Mille.....	2½
Flour, 9 barrels.....	1	do salt barrel, 1 Mille.....	1
Gypsum and manganese, 6 barrels.....	1	Saw-logs, standard, 1.....	1
Horses, 2.....	1	Square timber, 50 cubic feet.....	1
Lard and tallow, 7 barrels or 22 kegs.....	1	Telegraph poles, 10 or 40 cubic feet.....	1
Liquors and spirits, 215 gallons.....	1	Masts and spars, 40 cubic feet.....	1
Liquors, all others, 215 gallons.....	1	Railroad ties, 16 or 50 cubic feet.....	1
Nuts, 9 barrels.....	1	All other woodenware, or partly manu- factured wood, 40 cubic feet as per tariff.....	1
Oysters, 6 barrels.....	1	Traverse, 40 cubic feet or 5 pieces.....	1
Pork, 7 barrels.....	1	Floats, 50 lineal feet.....	1
Salt, 7 barrels.....	1		
Seed, 9 barrels.....	1		
Sheep, 20.....	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals :—

	Rate.
WELLAND CANALS.	
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	
3. From Dunnville to Port Colborne.....	
4. From Thorold to St. Catharines or Port Dalhousie.....	
5. From Maitland, Dunnville, Colborne, or Port Robinson to Marshville and intermediate places.....	
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	
7. From Port Robinson to Allanburg or Thorold.....	
8. From Port Robinson to St. Catharines or Port Dalhousie.....	
9. From St. Catharines to Port Dalhousie.....	
10. From Dunnville to Maitland.....	
11. From Port Robinson through the Lock and Chippawa Cut	
12. From Port Colborne to Port Maitland.....	
13. From Chippawa Cut through Lock to Port Robinson.....	
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	
16. Through the Chippawa Cut only.....	
17. Through the Port Robinson Lock only.....	
ST. LAWRENCE CANALS.	
Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.	
CHAMBLY CANAL.	
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.....	
Vessels and property passing from Chambly to St. John's, to pay.....	

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz., Grenville, Carillon and St. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

Sec. 81. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections two-thirds.

GENERAL.

Sec. 82. (a). Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippewa Creek, between the Aqueduct and Port Robinson. O. C. May 13, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84:—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a) All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Lock, the Lachine Canal and the Chambly Canal; provided always:—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

(b) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c) No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30, a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873.

Sec. 87. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be reshipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883.

Sec. 88. During the season of Navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal, shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals; and during the said period, if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid, the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C. March 18, 1889.

HARBOUR DUES.

Sec. 89. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin :—

			Cents.
Wheat and other grain, per week,	per bushel	.....	1
Meal	do	per barrel	4
Pork, beef, butter and lard	do	do	5
Muscovado sugar	do	per hhd, 10 cents; per brl.	5
Liquors	{	do	12
	do	per pipe, 15 cents; per pun.	7
Iron, bars	do	per hhd, 10 cents; per qr. cask	24
Iron, pig	do	do	12
Salt, except at the St. Gabriel sheds	do	per 100 minots	36
Salt at the St. Gabriel sheds, Montreal, after the first 48 hours	do	per bag	1
Bales, crates, cases, &c.	do	per ton weight or measurement	24
Coals	do	per chaldron	12

Sec. 91. (a) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first 48 hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c) All property stored in the sheds remaining after the first 48 hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f) All dues for storage shall be paid before the removal of property. O. C. August 21, 1846, October 28, 1846.

Flour.

Sec. 92. (a) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d) Any part of a day shall be considered as one day. O. C. May 31, 1856.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of tolls shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the harbour of Montreal, and on certain goods herein mentioned; said vessels to be allowed 48 hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

	Mills.
Steam-boats measuring 50 tons or upwards, per ton register, per day of 24 hours..	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours..	4
	Cents.
Steam-boats measuring under 50 tons register, each day of 24 hours.....	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours.....	20
All vessels measuring less than 25 tons register, per day of 24 hours.....	10
Coal per chaldron.....	10
Salt, per 100 minots.....	15
Iron of all kinds, per ton weight.....	15
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals.....	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C. June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say :—

(a) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street Bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharves or banks, after the first five days, and additional charge of four cents per cord. O. C. August 7, 1860.

(b) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas under existing regulations for the collection of Canal tolls, eastern-bound vessels having paid the charges one way in full through the Welland Canal are chargeable one section canal toll if re-entering the Lachine Canal;

And whereas vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;

It is ordered that the Lachine Canal basins, within the Montreal city limits be considered as part of the Montreal Harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal Harbour, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rate per ton shall be charged for wintering vessels in the Lachine Canal, viz. :—

For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissioners in respect of the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—*Tonnage Dues.*

On steamboats, for each day of 24 hours, or part of a day they remain in the harbour, Per ton register.	
reckoned from the hour of their arrival to that of their departure.....	1 cent.
On all other vessels, per day, as aforesaid.....	$\frac{1}{2}$ do

Sec. 100. *Wharfage Dues.*

	Per ton.
All goods, wares and merchandise, not elsewhere specified.....	25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes.....	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine.....	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt.....	10 do
Coal and coke, grain and seeds of all kinds.....	$7\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1,000, cordwood, 5 cents per cord, lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie.....	Free.

Note.

Sec. 101 (a.) On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section cannot be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent on the value thereof.

(b.) Each entry shall pay not less than five cents.

(c.) All property landed on the wharves for reshipment shall only pay one wharfage.

(d.) The ton mentioned in the tariff of wharfage dues shall be 2,000 lbs. weight or 40 cubic feet measurement, according to the bill of lading.

Sec. 102.—*Standard for Estimating Weights.*

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meat, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 do
Sheep.....	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1st, 1881.

TOLLS ON FLOATED TIMBER, &c., ENTERING THE BASIN AT LACHINE.

Sec. 103. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal:—

Kinds of Timber.	For receiving Timber, &c., to include use of Basin and Wharf for one Month.	For each succeeding month during the Season of Navigation.	For wintering in basin or on wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35
Timber, round or flattened, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Plank and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log.....	1	1	2
Floats, per 100.....	10	5	10
Traverses, per 100.....	10	5	10
Fence posts and rails, per M.....	10	5	10
Staves, barrel, per M.....	8	4	8
do pipe do.....	8	4	8
do West India, per M.....	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharves in canal basin at Lachine.....	3	3	3

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103:—"The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880."

Note.

Sec. 104. (a.) No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal, O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows:—

In canal basin, Ottawa, steamers per season.....	\$ 8 00
do do barges do.....	4 00.
Inside locks do steamers do.....	50 00
do other stations do do.....	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106. (a.) Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month, the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st of November to the 1st June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged with winterage dues,—

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The committee submit the above recommendation for your Excellency's approval.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rules and Regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the rates of toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

ORDER IN COUNCIL.

27th September, 1890.

On a Memorandum dated 25th September, 1890, from the Minister of Railways and Canals, representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of Canal enlargement,—

The Minister recommends, as this prohibition has entailed the use of tugs and consequently expense to the parties concerned, and upon the advice of the Deputy Head of the Department of Railways and Canals, that all tugs used solely for the purpose of towing on the section in question be permitted to pass free of toll, up and down the Canal between the lower entrance of the Canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval.

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council of Canada, is pleased to declare the now completed Tay Canal to be part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and

protection of the canals of the Dominion of Canada, made and established by the Order in Council of the 29th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially, and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely :—

From Perth to Smith's Falls, 1 section, or $\frac{1}{3}$ of Rideau Canal rates.
 From Perth to Kingston, 2 sections, or $\frac{2}{3}$ of Rideau Canal rates.
 From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ of Rideau Canal rates.
 From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.
 A portion of a section to be charged as a whole section.

O. C. 31st October, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorize the collection of the following tolls and dues for the use of the dry dock at Bobcaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period :—

For Vessels.	Wintering.	Per Day.	Per Week.
	\$	\$	\$
Over 15 tons	30	4	12
15 tons and under	20	3	10

AT THE GOVERNMENT HOUSE, AT OTTAWA,

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, having had under consideration the tariff of tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has from time to time been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the tariff of tolls in force on the said Canals, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following :—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and
2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.
3. Transshipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. MCGEE,

Clerk of the Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the

25th day of March, 1891, authorizing the reduction of toll to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed) JOHN J. MCGEE,
Clerk of the Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne's Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed,) JOHN J. MCGEE,
Clerk of the Privy Council.

The Right Honourable
The Minister of Railways and Canals.

CERTIFIED Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council, on the 18th May, 1891.

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which orders are carried out by way of refund of the excess tolls paid, that such refund be made at the close of the present season, on or about the 1st day of December and not during the season as heretofore.

(Signed,) JOHN J. MCGEE,
Clerk of the Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed,) JOHN J. MCGEE,
Clerk of the Privy Council.

The Right Honourable
The Minister of Railways and Canals.

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town ;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed,) JOHN J. MCGEE,
Clerk of the Privy Council.

O. C. 4th April, 1892.

His Excellency, having had under consideration the tariff of tolls on the Canals of the Dominion, and the several Orders in Council, under which a special rate has, from time to time, been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals, for shipment at Montreal and ports east of Montreal, is pleased to order, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be, and the same are hereby made to the tariff of tolls in force on the said canals, viz:—

That a refund be made of a portion of the Canal tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal in all cases where the said products so carried are exported, and in such cases only.

That this rebate be such as to reduce the tolls to two cents per ton of the said products or any of them, and that the conditions of such refund be the following:—

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transshipment, provided that the place of such transshipment is one within the Dominion of Canada.

That the right of this rebate shall extend to any portions of cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario Port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

(Signed) JOHN J. MCGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

CERTIFIED Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council, on the 18th May, 1892.

On a memorandum dated 19th April, 1892, from the Minister of Railways and Canals, submitting a memorandum, copy herewith, from the proper officers of the Department of Railways and Canals upon certain objections raised by the Montreal Board of Trade, by forwarders and others to the existing tonnage and wharfage charges on vessels and freight using the basins of the Lachine Canal at Montreal.

From such memorandum, which is of a detailed and explanatory character, it appears that the complaints made are well founded, the complications shown being due to the fact that various Orders in Council have from time to time been passed, fixing and changing rates and charges to meet particular cases as they arose; and pending a general revision of the whole matter of canal regulations, tolls, and charges which seems to be desirable, it is expedient that the subject of these complaints should be dealt with at once.

The Minister, accordingly, on the advice of the Canal Revenue Officers, endorsed by the Superintending Engineer of the Lachine Canal, and the Deputy Head of the Department of Railways and Canals, recommends the adoption of the following:—

1st. The cancellation of Section No. 93 of Consolidated Orders in Council of the 26th October, 1889, Chapter 115, and the substitution therefor of the following:—

Wharfage Dues on Coal for local consumption in Montreal.

Sec. 93. Coal for local consumption in Montreal, landed on Canal property between Montreal Harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of 5 cents a ton.

Coal screenings shall be charged 3 cents a ton.

2nd. The cancellations of Sections Nos. 98, 99, 100 and 101 and the substitution of the following:—

Wharfage Dues in all basins of the Lachine Canals on Sea-going vessels.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basin of said canal and of the revenue that may be derived from their use.

All property delivered or received by sea going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows:—

All goods, wares and merchandise, not elsewhere specified.....	25	cents per ton.
Hay, straw, pig and scrap iron, pot and pearl ashes.....	20	" "
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine.....	15	" "
Ballast, clay, fire bricks, gypsum, lime, marble, phosphate, sand salt, coal and coke, grain and seeds of all kinds.....	7½	" "
Special. Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.		
Bullion specie.....	Free.	
Coal screenings.....	3	" "

Each entry shall pay not less than 5 cents.

All property landed on the canal wharves for reshipment, or transhipped in canal waters shall pay no wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal and which is reshipped from the wharves or vessels into sea-going vessels shall pay wharfage dues equal to one section of canal tolls, viz., 3½ cents per 1,000 feet, board measure.

The Committee submit the above recommendation for Your Excellency's approval.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

To the Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, 6th day of June, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 29th day of April, 1891, under which, in the case of steamers specially chartered for the conveyance of excursion parties, going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, and excursion parties leaving St. Catharines for Toronto or Hamilton, shall be, and the same are hereby continued in force for the present season of navigation only.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 15th day of July, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

Whereas, by a clause of the Order in Council of the 4th April, 1892, respecting the rebate to be allowed on certain food products traversing the Welland and St. Lawrence Canals bound for Montreal or some port east of Montreal for exportation, it was provided that the right to such rebate should extend to shipments of the said products made "from any Canadian Lake Ontario Port," this provision being taken from the Order in Council of the 29th April, 1891.

And whereas, it was not intended that the restriction in favour of Canadian Lake Ontario Ports should be continued,—

His Excellency, under the provisions of Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the said Order in Council of the 4th April, 1892, shall be and the same is hereby amended by the omission of the word "Canadian" from the clause in question; and that such amendment shall have force and effect from the 4th day of April last.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

O. C., 2nd August, 1892.

His Excellency, under the authority conferred upon him by chapter 37 of the Revised Statutes, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 6th June, 1892, reducing by one-half the usual passenger tolls on the Lachine Canal (such reduction applying to cases where excursion parties are conveyed in steamers specially chartered for that purpose, going and returning the same day), shall be and the same are hereby extended to the Beauharnois Canal for the present season of navigation only.

(Signed) JOSEPH POPE,
Asst. Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

APPENDIX

DR.

No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
374 60	187 30	561 90	1	Welland Canal	Wood & Green	R. Laurie
1,320 00	240 00	1,560 00	2	do	S. Neelon	R. & J. Laurie
110 00	20 00	130 00	3	do	do	do
88 00	176 00	264 00	4	do	do	A. Muir
1,050 00		1,050 00	5	do	Andrews & Son	Donaldson, Andrews & Ross
1,270 50		1,270 50	6	do		do
300 00	50 00	350 00	7	do		Wm. Hutchison
1,170 00	260 00	1,430 00	8	do	Tuttle, Date & Rodden	J. L. Ranney
75 00	150 00	225 00	9	do	S. Neelon	C. Phelps
140 00	40 00	180 00	10	do	Norris & Neelon	do
167 66	167 66	335 32	11	do	Whitman & Barnes Manufacturing Co.	R. Collier
420 00	140 00	560 00	12	do	J. B. Smith	Thomas Towers
250 00	500 00	750 00	13	do		St. Catharines Water Power Co.
	20 00	20 00	14	do		St. Catharines and Welland Gas-light Co.
825 00	75 00	900 00	15	do		J. C. & J. Gillespie
35 00		35 00	16	do		St. Catharines Street Railway Co.
100 50		100 50	17	do		John F. Rees
	10 00	10 00	18	do		Duncan Dittrick
	75 00	75 00	19	do		Whitman & Barnes Manufacturing Co.
10 00	10 00	20 00	20	do		H. Jarvis
	2 00	2 00	21	do		St. Catharines & Niagara Central Ry. Co.
756 00	216 00	972 00	22	do	McLeary & McLean	Wm. Beatty
480 00	240 00	720 00	23	do	Lybster Cotton Co.	Gordon & McKay
120 00	240 00	360 00	24	do		John Riordon
100 00	200 00	300 00	25	do		do
200 00	400 00	600 00	26	do	Merritton Cotton Co.	King & Dolan
800 00	400 00	1,200 00	27	do		Corporation of Village of Merritton
90 00	60 00	150 00	28	do		James Wilson
150 00	50 00	200 00	29	do		Lybster Cotton Mills
	145 00	145 00	30	do		F. T. Walton
31 80	63 60	95 40	31	do	Thorold & W. C. Co.	Wm. Beatty
100 00	50 00	150 00	32	do	John McDonagh	W. H. Ward
	15 00	15 00	33	do		Capt. N. J. Wiggle
	114 00	114 00	34	do		Lock Houses
726 00	146 00	872 00	35	do	John McDonagh	W. H. Ward
3 00	1 00	4 00	36	do		St. Catharines & Niagara Central Ry. Co.
240 00	80 00	320 00	38	do		John Battle
222 00	222 00	444 00	39	do	Howland, Jones & Co.	P. Howland
65 00	130 00	195 00	40	do	Jas. Norris	Brown & Ross
120 00	80 00	200 00	41	do	Arch. Dobie	Welland Canal Loan Co.
165 00	110 00	275 00	42	do	C. J. Jones	McPherson & Wier

A—Continued.

Leasees' Accounts, 1891-92.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due, 30th June, 1892.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Grist-mill, waste weir No. 1, Port Dalhousie.	1	June 30, 1892	78 05	93 65	390 20	561 90
Mill lot do do	2	do	100 00		1,460 00	1,560 00
Lot near do do	3	do	8 30		121 70	130 00
Docks near do do	4	do		88 00	176 00	264 00
Dry dock, part of lock No. 1 do	5	Jan. 1, 1882			1,050 00	1,050 00
Saw-mill, waste weir, No. 1 do	6	do			1,270 50	1,270 50
Wharf lot, east end east pier do	7	Jan. 1, 1892		360 00		360 00
Union mill, near lock No. 2, St. Catharines.	8	do		1,170 00	260 00	1,430 00
Merchant red mill do	9	do			225 00	225 00
Wharf at lock No. 4 do	10	do			180 00	180 00
Saw-mill at lock No. 5 do	11	do		167 66	167 66	335 32
Grist-mill at new lock No. 10 do	12	do			560 00	560 00
Water power from locks 3 to 11 do	13	do		500 00	250 00	750 00
Wharf lot at lock No. 4 do	14	Jan. 1, 1893		20 00		20 00
Lot near at lock No. 5 do	15	Oct. 1, 1892			900 00	900 00
Privilege of placing bridge over water way, St. Catharines	16	do 1886			35 00	35 00
16½ acres of lot 11, con. 7, ground, for pasture, St. Catharines.	17	Mar. 1, 1886			100 50	100 50
Lot for wood and coal yard.	18	do		10 00		10 00
Old lock-house at lock No. 6, St. Catharines.	19	Oct. 1, 1892		75 00		75 00
Part of lot 16, con. 4, ground, for sail loft, St. Catharines.	20	July 1, 1893			20 00	20 00
Swing bridge over canal, Thorold	21	Oct. 1, 1891			2 00	2 00
Saw-mill at lock No. 20, Merritton.	22	June 30, 1892			972 00	972 00
Cotton factory at lots 12, 13 and 14 do	23	do		460 00	260 00	720 00
Water lots at lots 16, 18, 19 and 21 do	24	do		240 00	120 00	360 00
Paper factory, lot 17 do	25	do		200 00	100 00	300 00
Water supply to cotton mills do	26	do		500 00	100 00	600 00
Lot between lock No. 25 and guard-gates, Merritton.	27	do			1,200 00	1,200 00
Water supply at Merritton	28	do		90 00	60 00	150 00
Part of lots 11 and 12, con. 10, ground, Merritton.	29	Feb. 1, 1893			200 00	200 00
Part of lots 9 and 10, con. 10, ground, Merritton.	30	Jan. 1, 1892		145 00		145 00
Tannery at lock No. 22, Thorold	31	June 30, 1892		63 60	31 80	95 40
Factory at lock No. 23 do	32	do			150 00	150 00
Wharf lot near lock No. 2 do	33	June 30, 1893		15 00		15 00
Lock-houses do	34	do		114 00		114 00
Saw-mill at lock No. 23, Thorold.	35	June 30, 1893			872 00	872 00
Tracks through the towns of Thorold and Merritton	36	Oct. 1, 1892			4 00	4 00
Plaster mills at lock No. 25, Thorold	38	June 30, 1892		280 00	40 00	320 00
Grist-mills at lock No. 25, Thorold.	39	do		333 00	111 00	444 00
Merchants' mill do 23 do	40	do		130 00	65 00	195 00
Machine shop do 22 do	41	do		120 00	80 00	200 00
do do 23 do	42	do		220 00	55 00	275 00

APPENDIX

DR.

No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
5 00	5 00	10 00	43	Welland Canal.		Corporation of Thorold..
180 00	120 00	300 00	44	do	J. Davey, jun	John Battle.
5,007 46		5,007 46	45	do		Wright & Duncan
80 00	20 00	100 00	46	do		P. H. Musson.
940 00		940 00	47	do	J. & J. Abbey.	McFarland & Lemmon.
129 00	86 00	215 00	48	do		John Hill.
710 00		710 00	49	do		Port Robinson Dry Dock Co.
141 15		141 15	50	do	Henderson Bros.	Eli Mead.
151 30		151 30	51	do	do	A. Sherwood.
300 00		300 00	52	do	do	Henderson Bros.
40 00		40 00	53	do		F. O. White.
1 00	1 00	2 00	54	do		Grand Trunk Ry.
1 00	1 00	2 00	55	do		Corporation County of Welland.
90 00	45 00	135 00	56	do		Phelp Brothers.
100 00	20 00	120 00	57	do		James Bridges.
5 00	1 00	6 00	58	do		H. A. Rose.
	120 00	120 00	59	do		C. J. Page & Co.
40 00	80 00	120 00	60	do		Corporation of Town of Welland.
	5 00	5 00	61	do		Caleb Swayze.
	240 00	240 00	62	do		T. F. Brown Bros.
	68 00	68 00	63	do		W. H. Crowe.
	125 00	125 00	64	do		H. G. Gonder.
37 50	25 00	62 50	65	do	L. G. Carter.	A. K. Schofield.
	20 00	20 00	66	do		Welland Railway Co.
	25 00	25 00	67	do	J. & F. Conlin.	John Gordon.
	1 00	1 00	68	do		Corporation of Port Colborne.
	24 00	24 00	69	do		L. McGlashan.
382 19	160 00	542 19	70	do	Edward Lee	John Graybiel.
60 00	10 00	70 00	71	do		Alex. Lattimore.
1,129 97	143 00	1,272 97	72	do	A. McDonald.	Wm. Melanby.
750 00	180 00	930 00	73	do	R. Chambers.	H. & N. Davis.
743 94	130 00	873 94	74	do	S. & J. Haney.	S. Darling.
395 61	80 00	475 61	75	do	S. Walthe & Co.	L. J. Weatherly.
922 72	113 00	1,035 72	76	do	S. & J. Haney.	Brown & Merritt.
383 34	153 34	536 68	77	do	Wm. Schofield.	L. Brocklebank.
1,259 50	208 00	1,467 50	78	do	M. A. Smith.	Chisholm & Miner.
70 00		70 00	79	do		John Taylor.
60 00		60 00	80	do		Geo. Wallace.
345 00		345 00	81	do		Rolston & Haskins.
360 00	360 00	720 00	82	do	Moody & Son.	R. F. Lattimore.
26,895 74	7,654 90	34,550 64				
123 00	246 00	369 00	1	Williamsburg Canal.		Wm. Gibson.
4,960 00	160 00	5,120 00	2	do	Edwardsburg Starch Fac.	Benson & Aspden.
1,702 62	140 00	1,842 62	3	do	P. O'Keef.	P. Carmen.
50 00	500	550 00	4	do		J. C. Irvine.
	12 00	12 00	5	do		W. T. Benson.
	5 00	5 00	6	do	E. E. Gilbert.	Wm. Clegg.
	5 00	5 00	7	do		John Reid.

A—Continued.

Lessees' Accounts, 1891-92.

Cr.

Description of Property.	Number.	Date to which Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due on 30th June, 1892.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Part lot No. 17, near lock No. 24, Thorold....	43	Oct. 1, 1892		10 00		10 00
Water lot, Thorold	44	June 30, 1892		180 00	120 00	300 00
Grist-mill, Allanburg	45	Jan. 1, 1893			5,007 46	5,007 46
Storehouse do	46	April 1, 1892			100 00	100 00
Saw-mill, Port Robinson.	47	Feb. —, 1876			940 00	940 00
Grist-mill do	48	June 30, 1892		129 00	86 00	215 00
Water to float vessels, Port Robinson.	49	do			710 00	710 00
Wharf lot, Welland	50	Dec. 31, 1866			141 15	141 15
do do	51	do			151 30	151 30
do do	52	June 30, 1878			300 00	300 00
Lot for pasture, Welland	53	April 1, 1884			40 00	40 00
Water supply through 10 in. pipe, Welland	54	Dec. 1, 1892			2 00	2 00
do to court-house do	55	June 30, 1892			2 00	2 00
Surplus water, in winter only, near aqueduct, Welland	56	Jan. 1, 1893		45 00	90 00	135 00
Lot on west main street, Welland	57	Aug. 1, 1891			120 00	120 00
Lot for building purposes	58	Mar. 1, 1892			6 00	6 00
Water power for town of Welland	59	Oct. 1, 1892		120 00		120 00
do for pump-house, &c., Welland.....	60	Jan. 1, 1893		80 00	40 00	120 00
Building lot, Welland	61	July 1, 1893		5 00		5 00
Grist-mill do	62	Oct. 1, 1892		240 00		240 00
Lot for piling lumber, Welland	63	July 1, 1892		68 00		68 00
Lot for general purposes	64	Nov. 21, 1892		125 00		125 00
Wharf lot, Port Colborne	65	June 30, 1892		37 50	25 00	62 50
Lot for elevator, Port Colborne	66	Jan. 1, 1892		20 00		20 00
Lot for coal and wood yard, Port Colborne	67	June 30, 1892		12 50	12 50	25 00
Roadway across canal lands to G.T.R. crossing, Port Colborne	68	Nov. 1, 1893		1 00		1 00
Lots for factory at village of Petersburg	69	Mar. 1, 1893		24 00		24 00
Grist-mill, Marshville	70	June 30, 1892		462 21	79 98	542 19
Part of lots 18 and 19, con. 4, Wainfleet, Marshville	71	July 1, 1893			70 00	70 00
Saw-mill, Broad Creek	72	June 30, 1892			1,272 97	1,272 97
Grist and saw-mill, Dunnville	73	do			930 00	930 00
Grist-mill, do	74	do			873 94	873 94
Carding-mill, do	75	do			475 61	475 61
Plaster-mill, do	76	do			1,035 72	1,035 72
Grist-mill, do	77	do		153 34	383 34	536 68
Saw-mill, do	78	do			1,467 50	1,467 50
Wharf lot, do	79	Jan. 1, 1892			70 00	70 00
Lot for tannery do	80	Mar. 1, 1884			60 00	60 00
Water power for electric light, Dunnville	81	Jan. 1, 1893			345 00	345 00
Water lot, do	82	Jan. 1, 1892			720 00	720 00
			186 35	7,097 46	27,266 83	34,550 64
Grist-mill, Mill street, Cardinal	1	June 30, 1892		246 00	123 00	369 00
Starch factory, Edwardsburg	2	do			5,120 00	5,120 00
Tannery do	3	do			1,842 62	1,842 62
Part of lot, 6, con. 1, Edwardsburg	4	July 1, 1891			55 00	55 00
Pasture grounds, Galops Canal	5	Mar. 1, 1893		12 00		12 00
do do	6	Aug. 1, 1893		5 00		5 00
Lot near, do	7	do		5 00		5 00

APPENDIX

DR.

No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July 1891.	Accrued, year ended 30th June, 1892.	Total.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.	Number.		
70 00	140 00	210 00	8	Williamsburg Canal	M. T. Beach.
70 00	140 00	210 00	9	do	J. Molson, jun.
100 00	20 00	120 00	10	do	W. M. Doran.
43 00		48 00	11	do	J. H. Ross.
35 00	70 00	105 00	12	do	Municipality of Iroquois.
1 00	1 00	2 00	13	do	School Trustees
10 00	10 00	20 00	14	do	Sydney Shaver.
	70 00	70 00	15	do	Corp. Village of Morrisburg.
7,169 62	1,024 00	8,193 62			
120 00	240 00	360 00	1	Cornwall Canal	Andrew Hodge.
75 00	150 00	225 00	2	do	Permanent Loan Co.
	135 00	135 00	3	do	Geo. Stephen.
	120 00	120 00	4	do	Stormont Cotton Co.
	25 00	25 00	5	do	Flack Bros.
	120 00	120 00	6	do	Toronto Paper Co.
15 00	5 00	20 00	7	do	do
270 00		270 00	8	do	W. D. & G. C. Wood.
80 00		80 00	9	do	Henry Harrison.
247 50		247 50	10	do	J. & C. H. Wood.
807 50	795 00	1,602 50			
60 00		60 00	1	Beauharnois Canal	St. Amour & Co.
100 00		100 00	2	do	N. Papineau.
80 00	20 00	100 00	3	do	J. Deners & Co.
60 00	20 00	80 00	4	do	M. Julien.
	1,500 00	1,500 00	5	do	A. Buntin.
20 00	20 00	40 00	6	do	do
60 00	120 00	180 00	7	do	T. & W. Bolduc.
120 00	120 00	240 00	8	do	J. Wattie.
400 00	3,900 00	4,300 00	9	do	Montreal Cotton Co.
20 00	20 00	40 00	10	do	do
40 00	40 00	80 00	11	do	Jas. T. Anderson.
35 00	35 00	70 00	12	do	Lake St. Francis Navigation Co.
46 00	23 00	69 00	13	do	Valleyfield Caning Co.
92 00	23 00	115 00	14	do	R. N. Walsh.
100 00	20 00	120 00	15	do	Jas. Anderson.
160 00	40 00	200 00	16	do	E. Dion.
60 00	20 00	80 00	17	do	C. E. Wilson.
	10 00	10 00	18	do	O. Trempe.
20 00	20 00	40 00	19	do	J. T. Anderson.
15 00	15 00	30 00	20	do	J. Cardinal.
	14 00	14 00	21	do	O. Longtin.
40 00	40 00	80 00	22	do	O. P. Dennie.
	30 00	30 00	23	do	Estate A. Hodge.
40 00		40 00	24	do	Alex. Coburn.
40 00	8 00	48 00	25	do	Robt. Steele.
	40 00	40 00	26	do	Louis Leduc.
60 00	15 00	75 00	27	do	E. French.
30 00	10 00	40 00	28	do	S. A. Brodeur.
80 00	20 00	100 00	29	do	J. H. Wilson.
					Col. McPhee.
					F. H. Barbeau.
					J. Larocque.
					Jas. Wattie.

A—Continued.

Lessees' Accounts, 1891-92.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1892.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Grist-mill at Matilda Lock.....	8	June 30, '93		140 00	70 00	210 00
do do.....	9	do		140 00	70 00	210 00
Wharf lot No. 2, Point Iroquois.....	10	Aug. 30, '92			120 00	120 00
do do 1, do.....	11	Dec. 1, 1892			48 00	48 00
Water lot and surplus water for pumping engine.....	12	June 30, '91		70 00	35 00	105 00
Lot for school purposes No. 4, Matilda.....	13	May 1, 1893			2 00	2 00
Part of lot No. 23, con. 1, do.....	14	do		10 00	10 00	20 00
Water lot & water power for pumping machine.....	15	Jan. 1, 1893		70 00		70 00
				698 00	7,495 62	8,193 62
Flour and grist-mill, lots 3 and 4.....	1	June 30, 1892		240 00	120 00	360 00
Hydraulic lot No. 6, south side.....	2	do		150 00	75 00	225 00
do No. 7.....	3	June 1, 1892		135 00		135 00
do No. 6.....	4	do		120 00		120 00
Lot on south side, Water street, for coal yard.....	5	July 1, 1892		25 00		25 00
Surplus water for paper-mill, lock No. 18.....	6	Jan. 1, 1892		120 00		120 00
Pipe under canal at lock No. 18.....	7	April 1, 1893		15 00	5 00	20 00
Hydraulic lots Nos. 1 and 2, north side.....	8	June 30, 1878			270 00	270 00
Wharf lot, Moulinette.....	9	May 1, 1893	20 00		60 00	80 00
do near lock No. 20.....	10	June 30, 1881			247 50	247 50
			20 00	805 00	777 50	1,602 50
Wharf lot, Ste. Cécile, Valleyfield, old bal.....	1	July 1, 1868			60 00	60 00
do St. Timothy do do.....	2	June 1, 1864			100 00	100 00
do Ste. Cécile do do.....	3	May 1, 1892			100 00	100 00
Lot for shed above St. Timothy bridge, Valleyfield.....	4	June 1, 1893			80 00	80 00
Lots 1, 2, 3, 4 and 5, below lower dam, Valleyfield.....	5	Jan. 1, 1892		1,000 00	700 00	1,500 00
Lot on corner of St. Timothy and lower dam, Valleyfield.....	6	May 1, 1893		20 00	20 00	40 00
Saw-mill, lot 1, building lot, Valleyfield.....	7	June 30, 1892		120 00	60 00	180 00
Woollen-mill, lot 2, building lot do.....	8	do		240 00		240 00
Lots at head of canal do.....	9	do		800 00	3,500 00	4,300 00
Cadastral lot 845, for public park do.....	10	June 1, 1893		40 00		40 00
do 846, Grande Isle do.....	11	July 1, 1892		40 00	40 00	80 00
Wharf and shed above guard lock do.....	12	May 1, 1893		35 00	35 00	70 00
do and storehouse do do.....	13	Aug. 30, 1893		46 00	23 00	69 00
do guard lock, Valleyfield.....	14	June 30, 1891			115 00	115 00
do do do.....	15	Nov. 1, 1892		100 00	20 00	120 00
Part of lot 830 do.....	16	Sept. 1, 1892		80 00	120 00	200 00
Lot 101 and 116 do.....	17	June 1, 1893		40 00	40 00	80 00
Reserve, guard lock, Valleyfield.....	18	Dec. 1, 1892		10 00		10 00
do do do.....	19	do 1, 1892		20 00	20 00	40 00
do do do.....	20	do 1, 1892			30 00	30 00
do do do.....	21	do 1, 1892		14 00		14 00
Lot above guard lock do.....	22	May 1, 1893		40 00	40 00	80 00
Lot for shipyard above guard lock, Valleyfield.....	23	Sept. 1, 1892		30 00		30 00
Part of lot 1 for piling ground do.....	24	do 1, 1892			40 00	40 00
Lot above guard lock, Valleyfield.....	25	Oct. 1, 1892		16 00	32 00	48 00
Part lot 1 for coal yard, guard lock, Valleyfield.....	26	July 1, 1892			40 00	40 00
Wharf lot, south side canal do do.....	27	Nov. 15, 1892			75 00	75 00
Reserve, head of canal, Valleyfield.....	28	Sept. 1, 1892		10 00	30 00	40 00
Lot, rear of lots 1 and 2 do.....	29	July 1, 1892		100 00		100 00

APPENDIX

Dr.

No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
20 00	20 00	20 00	30	Beauharnois Canal	Estate Jas. McDonald.	Jas. McDonald.
30 00	15 00	45 00	31	do		Estate Jas. McDonald
105 00	105 00	210 00	32	do		Corp. Town of Salisbury.
105 00	105 00	210 00	33	do		Valleyfield Electric Co.
60 00	20 00	80 00	34	do		Lake St. Francis Navigation Co.
40 00		40 00	35	do		A. McPhee & Co.
40 00	10 00	50 00	36	do		A. D. Doust.
30 00	10 00	40 00	37	do		A. Lespérance.
2 00	1 00	3 00	38	do		Can. Mutual Tel. Co.
5 00	5 00	10 00	39	do		A. Crevier
8 00	4 00	12 00	40	do		Wm. Hood.
120 00	120 00	240 00	41	do	S. Vieau.	J. Meloche
40 00	40 00		42	do		E. Bergin.
2,363 00	6,558 00	8,921 00				
30 00	30 00	30 00	1	Lachine Canal		Beauhr. Steam Nav. Co.
60 00	60 00	60 00	2	do		Jas. Wilson, jun.
75 00	75 00	75 00	3	do		Richelieu Navigation Co.
196 00	392 00	588 00	4	do		Frothingham & Workman
132 00	264 00	396 00	5	do	H. McLennan	do
564 00	1,128 00	1,692 00	7	do	Maltby & King.	W. P. Bartley
322 50	645 00	967 50	8	do	Wm. Johnson & Co.	do
322 50	645 00	967 50	9	do	Peck, Benny & Co.	do
430 00	430 00	430 00	10	do		Peck, Benny & Co.
1,080 00	1,080 00	1,080 00	11	do		do
1,296 00	1,296 00	1,296 00	12	do		Ira Gould & Sons.
430 00	860 00	1,290 00	13	do		Pillow, Hersey & Co.
215 00	430 00	645 00	14	do		do
430 00	860 00	1,290 00	15	do	Ogilvie & Co.	Mont. Warehousing Co.
1 00	1 00	1 00	16	do		Corporation of Montreal.
6,000 00	1,000 00	7,000 00	17	do		G. & W. Tait
25 00	25 00	25 00	18	do		G. E. Jacque & Co.
10 00	10 00	10 00	19	do		A. W. Ogilvie.
40 00	40 00	40 00	20	do		Can. Meat Packing Co.
100 00	100 00	100 00	21	do		Royal Electric Co.
800 00	800 00	800 00	22	do		Mont. Coal & Elevatg Co.
100 00	100 00	100 00	23	do		Dominion Line Co.
1 00	1 00	1 00	24	do		Montreal Street Ry. Co.
1 00	1 00	1 00	25	do		Corporation of Montreal.
1 00	1 00	1 00	26	do		do
1 00	1 00	1 00	27	do		do
450 00	450 00	450 00	28	do		Mont. Warehousing Co.
120 00	120 00	120 00	29	do		Grand Trunk Railway
500 00	500 00	500 00	30	do		Hurteau Bros.
1,066 66	1,066 66	1,066 66	31	do		Dobell, Becket & Co.
800 00	800 00	800 00	32	do		J. Burstall & Co.
150 00	150 00	150 00	33	do		Acer & Kennedy.
600 00	600 00	600 00	34	do		C. M. Acer.
380 92	380 92	380 92	35	do		P. Poulin.
3,308 79	1,102 93	4,411 72	36	do		H. Bulmer, jun., & Bros.

A—Continued.

Lessees' Accounts, 1891-92.

Cr.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due on 30th June, 1892.	Total.
Part lot 830 for grist-mill, Valleyfield	30	July 1, 1892		20 00		20 00
do 830 for mill yard, &c., Valleyfield	31	Oct. 1, 1892		30 00	15 00	45 00
do 830 and privilege to construct flume to Grand Isle, Valleyfield.	32	June 30, 1892		105 00	105 00	210 00
do 830 Valleyfield	33	Jan. 1, 1892		157 50	52 50	210 00
Wharf and lot above guard lock, Valleyfield	34	July 1, 1892		20 00	60 00	80 00
Wharf and storehouse below St. Timothy bridge, Valleyfield	35	May 1, 1893			40 00	40 00
Lot for store and wharf above St. Timothy bridge, Valleyfield	36	do 1, 1893			50 00	50 00
Lot for store and wharf below St. Timothy bridge, Valleyfield	37	do 1, 1893			40 00	40 00
Privilege of placing poles on canal bank	38	Oct. 1, 1892			3 00	3 00
Lot for public scales above St. Timothy bridge, Valleyfield	39	do 1, 1892		5 00	5 00	10 00
Lot on Grand Isle, east end of dam, Valleyfield ..	40	Apr. 1, 1893		8 00	4 00	12 00
Lot at lock 7, Melocheville	41	June 30, 1892		60 00	180 00	240 00
Lot near St. Timothy bridge, Valleyfield	42	Sept. 30, 1880			40 00	40 00
				3,206 50	5,714 50	8,921 00
Freight shed at basin No. 1	1	May 1, 1893		30 00		30 00
Store at do	2	do 1, 1893		60 00		60 00
Freight shed at do	3	do 1, 1893		75 00		75 00
Warehouse and coal yard, lot No. 1.	4	June 30, 1892		392 00	196 00	588 00
Grain elevator on $\frac{1}{2}$ lot No. 2	5	do 30, 1892		264 00	132 00	396 00
Lots 3 and 4 and $\frac{1}{2}$ lot No. 2, Basin No. 2	7	June 30, 1892		1,128 00	564 00	1,692 00
Flour-mill, lots 5 and $\frac{1}{2}$ No. 6 do	8	do		645 00	322 50	967 50
Nail factory lots 7 do do	9	do		645 00	322 50	967 50
do lots 8 do	10	May 1, 1892		430 00		430 00
Elevator and store, lots 9, 10 and 11	11	April 1, 1892		1,080 00		1,080 00
Flour-mill and store, lots 12 13 and 14	12	do		1,296 00		1,296 00
Spike and nail factory, lot 15	13	June 30, 1892		860 00	430 00	1,290 00
Paint mill, lot 17	14	do		430 00	215 00	645 00
Flour and mill, lots 18 and 19	15	do		860 00	430 00	1,290 00
Lots on S.W. side, waste weir	16	Sept. 1, 1892		1 00		1 00
Dry dock, shipyard and mill, Basin No. 2 ..	17	June 30, 1892		1,000 00	6,000 00	7,000 00
Lot for office, Colborne street, Montreal	18	July 1, 1892		25 00		25 00
Strip, N.W. side Mill street, Basin No. 2	19	Sept. 1, 1892		10 00		10 00
Water supply through 4-inch pipe to factory, Wellington st	20	do		40 00		40 00
Water supply through 10-inch pipe to factory, Basin No. 2	21	July 1, 1892		100 00		100 00
Part lot 384 north, Wellington Basin	22	Nov. 1, 1892		800 00		800 00
Lot for shed, west do	23	Oct. 1, 1892		100 00		100 00
Double track over Wellington street bridge ..	24	Jan. 1, 1893		1 00		1 00
Floating bath near Wellington bridge	25	July 1, 1892		1 00		1 00
Park lot do	26	Sept. 1, 1892		1 00		1 00
2nd pipe under canal	27	July 1, 1892		1 00		1 00
Land at Basin No. 4	28	do		450 00		450 00
Siding west side Wellington bridge	29	Aug. 1, 1892		120 00		120 00
Lots 1, 2 and 3 West Basin, for piling lumber ..	30	May 1, 1892			500 00	500 00
Lots 4, 5, 6 and 7 do do	31	do			1,066 66	1,066 66
Lots 8, 9 and 18 do do	32	do			800 00	800 00
Lot for a cattle yard, Point St. Charles	33	Feb. 1, 1893		150 00		150 00
do an hotel do	34	Dec. 1, 1892		600 00		600 00
Lots 1 and 2 west, St. Gabriel, Basin No. 4 ..	35	Jan. 1, 1893		380 92		380 92
Lots 3, 4, 5, 6 and 7 do do	36	May 1, 1893			4,411 72	4,411 72

APPENDIX

DR.

No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
420 75	420 75	841 50	37	Lachine Canal		O. Dufresne & Bro.
1,798 32	684 44	2,482 76	33	do		Bourgoin & Thibault
5,108 24		5,108 24	39	do		Henderson Lumber Co.
	412 33	412 33	40	do		D. Pariseau
	174 40	174 40	41	do		P. McCrory
	600 00	600 00	42	do		Standard Agency Co.
	100 00	100 00	43	do		Waren Scraf Asphalt Paving Co.
253 68	84 56	338 24	44	do		R. Ready
	1 00	1 00	45	do		A. Cantin
	100 00	100 00	46	do		Mont Transportation Co.
	180 00	180 00	47	do	P. McCrory.	V. Paradia
150 60	300 00	450 00	48	do		Henderson Bros.
	169 12	169 12	49	do		P. McCrory
1,088 16	362 72	1,450 88	50	do		H. Bulmer, jun. & Bros.
	500 00	500 00	51	do		Dobell, Beckett & Co.
	40 00	40 00	52	do		B. Ethier
	1 00	1 00	53	do		S. Delisle
	200 00	200 00	54	do		Merchants Manufg. Co.
	100 00	100 00	55	do		J. & C. Hodson
	25 00	25 00	56	do		Dominion Alattoir Co.
	10 00	10 10	57	do		E. V. Mosely & Co.
840 00	1,680 00	2,520 00	58	do		Ira Gould & Son
800 50	1,601 00	2,401 50	59	do		Est. J. Frothingham
	10 00	10 00	60	do		Albert Fox
	50 00	50 00	61	do		Dominion Bridge Co.
	30 00	30 00	62	do		E. Ouellette & Co.
	10 00	10 00	63	do		Canadian Pac. Railway
	20 00	20 00	64	do		Wm. Davis & Son
	40 00	40 00	65	do		Dominion Barb Wire Co.
	33 82	33 82	66	do		G. W. Cameron
	33 84	33 84	67	do		Henderson Bros.
	10 00	10 00	68	do		Parent Filion
	10 00	10 00	69	do		R. Latimer
23,180 44	22,639 49	45,819 93				
7 50		7 50	1	Chambly Canal		J. A. Maurice
	60 00	60 00	2	do		South Eastern Ry.
10 00	10 00	20 00	3	do	H. Riendeau	Catelli Bros
19 34		19 34	4	do		J. C. Pierce
125 00	25 00	150 00	5	do		Bisset & Donaghy
125 00	25 00	150 00	6	do		Simard & Godin
25 00	25 00	50 00	7	do		Jas. O'Cain
311 84	145 00	456 84				
	40 00	40 00	1	Rideau Canal		G. Sterling
3 00	1 00	4 00	2	do		Ottawa Canoe Club
	80 00	80 00	3	do		Thos. McKay
240 00	60 00	300 00	4	do		G. W. McCulloch
80 00	80 00	160 00	5	do		J. G. Butterworth
	80 00	80 00	6	do		Dey Bros
120 00		120 00	7	do		J. W. McRae & Bros
2 00	1 00	3 00	8	do		Corp. City of Ottawa
	4 00	4 00	9	do		do
250 00		250 00	10	do		Wm. Little

A—Continued.

Lessees' Accounts, 1891-92.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due on 30th June, 1892.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lots 8 and 9, St. Gabriel, Basin No. 3....	37	May 1, 1893		420 75	420 75	841 50
Lots 12 west and 15 and 16 do do	38	do			2,482 76	2,482 76
Lots 19 and 22 west St. Gabriel Basin, No. 3, and 13 and 14 east do do	39	do 1892			5,108 24	5,108 24
Lots 13 and 14 do do	40	do		412 33		412 33
Lot 21 do do	41	do 1893		174 40		174 40
Lots 7, 8 and 9 S. E. side Wellington Basin....	42	do		600 00		600 00
Lot at St. Gabriel, near Atwater Ave. Montreal.	43	Oct. 1, 1892		100 00		100 00
Lot 17 east, St. Gabriel Basin No. 3	44	May 1, 1893		338 24		338 24
Water lot in front of his dry dock.	45	April 1, 1892		1 00		1 00
Part of island No. 5, for a shipyard, at St. Gabriel	46	July 1, 1892		100 00		100 00
Wharf lot, at St. Gabriel	47	Jan. 1, 1893		180 00		180 00
Two lots on Ottawa street, Montreal.	48	Nov. 1, 1892		450 00		450 00
Lot 20, St. Gabriel Basin, No. 2, Montreal	49	May 1, 1893			169 12	169 12
Lots 10 and 11 west, St. Gabriel Basin, No. 3	50	do			1,450 88	1,450 88
Shed, No. 1, St. Gabriel Basin	51	June 30, 1892		500 00		500 00
Lot for a coal shed, Brewster's bridge	52	May 1, 1893		40 00		40 00
Floating bath near do	53	Aug. 1, 1892		1 00		1 00
Water supply through a 10-in. pipe, basin No. 1.	54	Jan. 1, 1892		200 00		200 00
do do St. Henri.	55	Nov. 1, 1893		100 00		100 00
do establishment, do	56	July 1, 1892		25 00		25 00
do at Grand Trunk Railway Crossing	57	Oct. 1, 1892		10 00		10 00
Supply water at lock No. 3.	58	June 30, 1892		1,680 00	840 00	2,520 00
Water power, Côte St. Paul, lock No. 4	59	do		1,601 00	800 00	2,401 50
do supply do do	60	Nov. 1, 1892		10 00		10 00
do do below guard lock, Lachine	61	July 1, 1892		50 00		50 00
Lot above regulating weir, do	62	May 1, 1893			30 00	30 00
Privilege to lay a track on Spoil Bank, Lachine.	63	do		10 00		10 00
Lot above new upper entrance to lock, do	64	do		20 00		20 00
Water supply below guard lock, No. 5.	65	Sept. 1, 1892		40 00		40 00
Lot 19 do 22, at Côte St. Paul.	66	June 30, 1892		33 82		33 82
do do do	67	do		33 84		33 84
Using shed No. 4, for skating rink	68	May 1, 1892		10 00		10 00
Space in shed	69	do		10 00		10 00
				19,127 30	26,692 63	45,819 93
Two lots of land, Chambly	1	May 1, 1878			7 50	7 50
Wharf lot at St. Joseph.	2	July 1, 1892		60 00		60 00
Lot in village, Chambly	3	May 1, 1893		10 00	10 00	20 00
Wharf, at St. John's	4	Nov. 19, 1881			19 34	19 34
Part of canal wharf, at St. John's.	5	June 30, 1892			150 00	150 00
do do do	6	do		125 00	25 00	150 00
do do do	7	do		25 00	25 00	50 00
				220 00	236 84	456 04
Water lot, foot of Major's Hill, Ottawa	1	Jan. 1, 1892		40 00		40 00
do do do	2	June 1, 1892			4 00	4 00
Green Island, above Rideau Falls, Ottawa.	3	Jan. 1, 1892		80 00		80 00
Lot for coal shed, canal basin, Ottawa.	4	June 30, 1893			300 00	300 00
Lots 1 and 2 for coal shed, canal basin, Ottawa.	5	do 1, 1893		80 00	80 00	160 00
Lots 4, 5, 6 and 7, boathouse, E. C. basin, Ottawa	6	May 1, 1893		80 00		80 00
Lot 1, S.E., canal basin, Ottawa	7	April 1, 1882			120 00	120 00
Lot for a weigh-house, W. C. C. basin, Ottawa	8	May 1, 1893		2 00	1 00	3 00
Permission to lay main sewer under W.C.C. basin	9	Dec. 1, 1892			4 00	4 00
Lot for a dwelling, east side deep cut, Ottawa.	10	April 1, 1891			250 00	250 00

APPENDIX

DR.

No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30 June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
	40 00	40 00	11	Rideau Canal.		J. & T. Ballantyne
5 00	1 00	6 00	12	do	Robt. Haste	John Heney
14 00	2 00	16 00	13	do		John Neville
1 00	1 00	2 00	14	do		Corp. City of Ottawa
	100 00	100 00	15	do		Bronson & Weston
	1 00	1 00	16	do		R. W. Baxter
2 00	2 00	4 00	17	do		Andrew Hickey
	13 50	13 50	18	do		H. Patterson
	1 00	1 00	19	do		John Graham
2 00	2 00	4 00	20	do		Thos. Kingston
	2 00	2 00	21	do		W. D. Morris
14 00	2 00	16 00	22	do		Robt. McCloy
	1 00	1 00	23	do		Estate Thos. McKay
1 00	1 00	2 00	24	do	Canada Atlantic Ry. Co.	H. Jackson
	10 00	10 00	25	do		Tem. Com. St. Andrew's Church
13 00	13 00	26 00	26	do		Michael Keily
	9 50	9 50	27	do		P. O'Donnell
36 00	9 00	45 00	28	do		Jas. Marks
1 00	1 00	2 00	29	do		Henry Hartney
	1 00	1 00	30	do		L. Duhamel
	2 00	2 00	31	do		Wm. Miller
	2 00	2 00	32	do		Geo. May
	5 00	5 00	33	do	Canada Pacific Ry	St. L. & Ottawa Ry. Co.
108 00	12 00	120 00	34	do		R. E. Hardey
62 50	8 25	70 75	35	do		M. Kilroe
22 00	2 00	24 00	36	do		Francis Abbott
30 00	3 00	33 00	37	do		do
30 00	3 00	33 00	38	do		do
	25 00	25 00	39	do		J. R. Booth
22 00	2 00	24 00	40	do		Widow A. Howlett
21 00	3 00	24 00	41	do		Wm. Rowland
	3 75	3 75	42	do		Geo. Rickey
202 50	22 50	225 00	43	do		W. Dawson
168 75	11 25	180 00	44	do		Thos. Paget
157 50	11 25	168 75	45	do		Chas. McCaffrey
39 00	9 75	48 75	46	do		Geo. Morris
49 50	8 25	57 75	47	do		Wm. Powell
33 00	8 25	41 25	48	do		Philip Kennedy
77 25	7 50	84 75	49	do		Daniel Delaney
	7 50	7 50	50	do		Denis Bergin
	3 00	3 00	51	do		Thos. May
22 50	2 25	24 75	52	do		D. Cameron
8 00	4 00	12 00	53	do		T. & P. Collins
50 00	50 00	100 00	54	do		London & Can. Loan Co.
50 00	10 00	60 00	55	do		Stafford Merrifield
	4 50	4 50	56	do		Geo. Shepherd
25 00	5 00	30 00	57	do		A. C. White
	5 00	5 00	58	do		Alfred Chester
10 00	10 00	20 00	59	do		Jessie Miner
1 00	1 00	2 00	60	do		Josiah Payne
12 00	12 00	24 00	61	do		H. Easton
40 00	5 00	45 00	62	do		H. Merrick
4,740 00	120 00	4,860 00	63	do	Estate R. Ward	Joshua Bates
	0 20	0 20	64	do		A. Wood
	4 00	4 00	65	do		Wm. Lavender
3 00	3 00	6 00	66	do		W. W. Berford, sen
	3 00	3 00	67	do		J. B. & B. Tett
	10 00	10 00	68	do		W. H. Whealey

A—Continued.

Lessees' Accounts, 1891-92.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1892.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lot for mill and coal yard at C. A. R. bridge.....	11	Jan. 1, 1893		40 00		40 00
Reserve on east side Deep Cut, Ottawa.....	12	Sept. 1, 1892		6 00		6 00
Reserve in front of his property do.....	13	Jan. 1, 1893			16 00	16 00
Strip of reserve at exhibition grounds, Ottawa.....	14	do 1, 1893		2 00		2 00
Lots for piling ground, Stewarton do.....	15	Aug. 30, 1892		100 00		100 00
Reserve in front of lot G, con. C, Nepean.....	16	Jan. 1, 1893		1 00		1 00
do do do.....	17	Dec. 1, 1892		4 00		4 00
do S $\frac{1}{2}$ do do.....	18	Jan. 1, 1893		13 50		13 50
do N $\frac{1}{2}$ do do.....	19	do 1, 1893		1 00		1 00
do front of lot F con. C do.....	20	Nov. 1, 1892		4 00		4 00
do do K do.....	21	Aug. 30, 1892		2 00		2 00
do do K do.....	22	Nov. 1, 1892			16 00	16 00
do boathouse K do.....	23	Sept. 1, 1892		1 00		1 00
do front of lot B do.....	24	Jan. 1, 1893		2 00		2 00
do do H do.....	25	do 1, 1893		10 00		10 00
do do E con. D do.....	26	May 1, 1893		13 00	13 00	26 00
do do E do.....	27	do 1, 1893		9 50		9 50
do do No. 1 con. B do.....	28	do 1, 1893			45 00	45 00
do front of sub-lots 64 & 65, lt. 1 c. B, Nep.....	29	do 1, 1893		2 00		2 00
do front of lot K con. B, Nepean.....	30	do 1, 1893		1 00		1 00
do front of sub-lot 5, con. B do.....	31	do 1, 1893			2 00	2 00
Wharf, privileges on sub-lots 29 & 30, c. B, Nep.....	32	do 1, 1893		2 00		2 00
Right of way over lots 8 and 9 (Dow's swamp) con. B, Nepean.....	33	do 1, 1893		5 00		5 00
Reserve on lots 22 and 23, con. A, Nepean.....	34	Jan. 1, 1892			120 00	120 00
do N $\frac{1}{2}$ lot 8, con. 1, Nepean.....	35	do 1, 1893			70 75	70 75
do part lot 40, con. 1, O.F., Nepean.....	36	do 1, 1892			24 00	24 00
do do do.....	37	Nov. 1, 1892			33 00	33 00
do do do.....	38	do 1, 1892			33 00	33 00
do 5 $\frac{1}{2}$ acres do.....	39	Sept. 1, 1892		25 00		25 00
do do do.....	40	July 1, 1892			24 00	24 00
do lot N, con 1 do.....	41	June 1, 1893			24 00	24 00
do 1 2 do.....	42	Jan. 1, 1893		3 75		3 75
do 3 2 do.....	43	do 1, 1893			225 00	225 00
do N $\frac{1}{2}$ lot 4 2 do.....	44	do 1, 1893			180 00	180 00
do S $\frac{1}{2}$ 4 2 do.....	45	do 1, 1893			168 75	168 75
do S $\frac{1}{2}$ 5 2 do.....	46	do 1, 1893			48 75	48 75
do N $\frac{1}{2}$ 5 2 do.....	47	Dec. 1, 1892			57 75	57 75
do S $\frac{1}{2}$ 6 2 do.....	48	Jan. 1, 1893			41 25	41 25
do S $\frac{1}{2}$ 8 2 do.....	49	Dec. 1, 1892			84 75	84 75
do N $\frac{1}{2}$ 6 2 do.....	50	Jan. 1, 1893			7 50	7 50
do 23, river front do.....	51	do 1, 1893		3 00		3 00
do N $\frac{1}{2}$ 22 do do.....	52	do 1, 1893			24 75	24 75
do 9, con. 1 do.....	53	June 1, 1893		8 00	4 00	12 00
Surplus water at Bulkhead, Long Island.....	54	do 1, 1892		50 00	50 00	100 00
Reserve in front of lot No. 40, con. 1, Oxford.....	55	July 1, 1892			60 00	60 00
do do do.....	56	Jan. 1, 1893		4 50		4 50
do on W $\frac{1}{2}$ lot 27, con. 1, Marlboro'.....	57	do 1, 1893			30 00	30 00
do lot 3, con. B, Wolford.....	58	July 1, 1892		5 00		5 00
do 2 B do.....	59	do 1, 1892		10 00	10 00	20 00
Part of lot 9 A do.....	60	April 1, 1893		1 00	1 00	2 00
Lot above old lock, Merrickville.....	61	Dec. 1, 1891			24 00	24 00
Reserve near swing bridge, Merrickville.....	62	June 1, 1892			45 00	45 00
Lots A and B, old Sly's.....	63	May 1, 1892			4,860 00	4,860 00
Part reserve on lot 1, con. 4, Smith's Falls.....	64	June 30, 1892		0 20		0 20
do 1 4, Elmsley.....	65	Jan. 1, 1892		4 00		4 00
Part lot 21, con. 5, S. Elmsley, Oliver's Ferry.....	66	May 1, 1893		3 00	3 00	6 00
Strip of land and warehouse, north Isthmus lock station, Newboro'.....	67	do 1, 1893			3 00	3 00
Part of lot 21, con. 5, north Crosby, Newboro'.....	68	Sept. 1, 1892		10 00		10 00

APPENDIX

DE.

No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
1 00	1 00	2 00	69	Rideau Canal.....		W. J. Webster.....
5 00	10 00	15 00	70	do.....		T. H. Hughes.....
228 00	76 00	304 00	71	do.....		Wm. Anglin.....
367 50	105 00	472 50	72	do.....		M. J. Foster.....
52 50	105 00	157 50	73	do.....		John Rourke.....
50 00	10 00	60 00	74	do.....		John Brannigan.....
7,472 50	1,275 20	8,747 70				
5 00	5 00	10 00	1	Grenville Canal.....		A. J. Grier.....
10 00	10 00	10 00	2	Carillon Canal.....		Hy. E. Masson.....
10 00	10 00	10 00	3	do.....		John Brophy.....
3 00	3 00	3 00	4	Ste. Anne's Lock.....		Delphus Lebeau.....
1 00	1 00	1 00	5	do.....		Can. Mutual Tel. Co.....
1 00	1 00	1 00	6	do.....	G. N. W. Telegraph Co.	Dominion Tel. Co.....
50 00	50 00	100 00	7	Trent River Works.....		Francis Sandford.....
2 00	1 00	3 00	8	do.....		R. C. Smith.....
20 00	40 00	60 00	9	do.....		Jas. Cummings.....
5 00	1 00	6 00	10	do.....		Bell Telephone Co.....
1 00	1 00	1 00	11	do.....		Lakefield Lumber Co.....
1 00	1 00	1 00	12	do.....		John Hull.....
3 00	1 00	4 00	13	Cape Breton.....		Neil MacNeill.....
89 00	121 00	210 00				

A—Continued.

Lessees' Accounts, 1891-92.

CR.

Description of Property.	Number.	Date to which Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1892.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Part lot 21, con. 5, North Crosby, Newboro' . . .	69	May 1, '93	1 00	1 00	2 00	
Water lot at Chaffy's lock . . .	70	June 30, '92	15 00		15 00	
Water power at Brewer's upper mills (old lease) . .	71	Jan. 1, '92		304 00	304 00	
do do lower mills . . .	72	do 1, '92		472 50	472 50	
do lot 48, con. 1, Kingston . . .	73	July 1, '92	105 00	52 50	157 50	
Reserve on lots 35 and 36, con. 1, Kingston . . .	74	Aug. 1, '92		60 00	60 00	
				749 45	7,998 25	8,747 70
House and ground on lot No. 8.	1	May 1, '93	5 00	5 00	10 00	
Lot for pasture.	2	June 30, '93	10 00		10 00	
do	3	do 30, '93	10 00		10 00	
Lots 112 and 113, Ste. Anne's Parish . . .	4	Sept. 1, '91		3 00	3 00	
Placing poles on Government reserve . . .	5	July 1, '84		1 00	1 00	
do do	6	May 1, '93	1 00		1 00	
Lot at Feneion Falls.	7	Dec. 1, '92	50 00	50 00	100 00	
Water power at Buckhorn Rapids . . .	8	Jan. 1, '93		3 00	3 00	
Lot and lockhouse, Chisholm Rapids. . . .	9	June 30, '92	40 00	20 00	60 00	
Poles on various canals.	10	Jan. 1, '93		6 00	6 00	
Water power, Lakefield	11	do 1, '92		1 00	1 00	
do do	12	do 1, '92		1 00	1 00	
Lot at Long Island, Barachois	13	Feb. 1, '93		4 00	4 00	
				116 00	94 00	210 00

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on Purchase, 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Name of Proprietor.
\$ cts.	\$ cts.	\$ cts.			
54 38		54 38	1	Intercolonial Railway.	John and William Sproule.
50 59		50 59	2		John Ferguson.
59 15		59 15	3		Joseph Graham.
13 06		13 06	4		Paul Foster.
14 21		14 21	5		Donald McArthur.
4 00		4 00	6		Cornelius Dyer.
33 59		33 59	7		John Foster.
0 35		0 35	8		William and John T. Ives.
96 66		96 66	9		Christie Family.
4 90		4 90	10		A. W. Tanner.
23 29		23 29	11		William and Alexander Scott.
354 18		354 18			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

A—Concluded.

Land Sales, 1891-92—Concluded.

CR.

Description of Property.	Number.	Abatement author-	Paid during Fiscal	Balance dne 30th	Total.
		ized.	Year.	June, 1892.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 ¹ / ₂ acres of land, Pictou, Nova Scotia.....	1			54 38	54 38
3 ¹ / ₂ do do	2			50 59	50 59
2 ¹ / ₂ do do	3			59 15	59 15
4 ¹ / ₂ do do	4			13 06	13 06
9 ¹ / ₂ do do	5			14 21	14 21
1 ¹ / ₂ do do	6			4 00	4 00
8 ¹ / ₂ do do	7			33 59	33 59
1 ¹ / ₂ do do	8			0 35	0 35
3 ¹ / ₂ do do	9			96 66	96 66
1 ¹ / ₂ do do	10			4 90	4 90
1 ¹ / ₂ do do	11			23 29	23 29
				354 18	354 18

C. E. CHUBBUCK,
Clerk of Hydraulic Rents.

DEPARTMENT OF RAILWAYS AND CANALS—CANALS REVENUE BRANCH.

OFFICE OF INSPECTOR OF CANALS REVENUE,
HAMILTON, 21st November, 1892.

SIR,—I have the honour to report that during the fiscal year ending 30th June, 1892, I inspected all offices for the collection of tolls on the Dominion canals.

At date of inspection detailed returns showing particulars of the revenue collected at each of the respective offices were submitted to the department.

The aggregate receipts on account of canal revenue for the fiscal year 1891-92, are \$347,339.02.

For hydraulic and other rents the receipts for the fiscal year are \$32,084.65.

Classified by districts, and offices, the subdivisions of canal revenue are as follows :—

WELLAND CANAL.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne	141,745 14		20 00		141,765 14	135 48
Port Dalhousie	50,410 74		35 82		50,446 56	556 11
Dunnville	430 77				430 77	615 55
Port Maitland	3 99				3 99	
Port Robinson	618 89			177 69	796 58	812 00
St. Catharines	552 34		538 88		1,091 22	5,043 26
Chippewa	46 58				46 58	
Totals	193,808 45		594 70	177 69	194,580 84	7,162 40

ST. LAWRENCE CANALS.

Beauharnois	1,285 20		35 00		1,320 20	3,206 50
Cornwall	23,361 39				23,361 39	805 00
Cardinal	757 14		5 00		762 14	698 00
Lachine	2,249 12	24 90	5 00	1,495 65	3,774 67	
Montreal	26,082 20	4,618 43	116 10	13,149 26	43,965 99	19,128 30
Kingston	11,869 46				11,869 46	
Totals	65,604 51	4,643 33	161 10	14,644 91	85,053 85	23,837 80

CHAMBLY CANAL.

Chambly	7,705 41		13 00	75 30	7,793 71	70 00
St. John's	10,853 75				10,853 75	150 00
St. Ours	690 78				690 78	
Totals	19,249 94		13 00	75 30	19,338 24	220 00

OTTAWA CANALS.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ottawa.....	19,631 01				19,631 01	
Grenville.....	17,246 74		10 00		17,256 74	5 00
Carillon.....	115 78			8 00	123 78	20 00
St. Anne's Lock.....	1,553 42				1,553 42	
Totals ...	38,546 95		10 00	8 00	38,564 95	25 00

RIDEAU CANAL.

Ottawa.....	3,743 93	131 18	20 00	309 70	4,204 81	590 75
Kingston Mills.....	1,275 08				1,275 08	105 00
Smith's Falls....	598 09			5 00	603 09	53 70
Totals.....	5,617 10	131 18	20 00	314 70	6,082 98	749 45

ST. PETER'S CANAL.

St. Peter's.....	2,317 03			3 28	2,320 31	
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MURRAY CANAL.

Brighton.....	637 01				637 01	
---------------	--------	--	--	--	--------	--

TRENT VALLEY CANAL.

Burleigh.....	101 38				101 38	
Bobcaygeon.....	357 68			72 00	429 68	
Fenelon Falls.....	16 70				16 70	50 00
Hastings.....	32 82				32 82	40 00
Peterborough.....	140 56				140 56	
Buckhorn.....	39 70				39 70	
Totals.....	688 84			72 00	760 84	90 00
Grand totals..	326,469 83	4,774 51	798 80	15,295 88	347,339 02	32,084 65

The receipts, as above, were balanced by bank remittances in favour of the Receiver-General.

I have the honour to be, sir,
Your obedient servant,

H. B. WITTON,
Inspector of Canals.

T. TRUDEAU, Esq.,
Deputy Minister, Railways and Canals.

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DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1892, TO 30th JUNE, 1893

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES
OF CANADA, CHAPTER 37, SECTION 28.

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1894

[No. 9—1894.] *Price 20 cents.*

*To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of
Aberdeen, &c., &c., &c., Governor General of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals of the Dominion of Canada, for the past fiscal year from the 1st of July, 1892, to the 30th of June, 1893.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Canals.

OTTAWA, March, 1894.

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REPORT.

1892-93.

To His Excellency
The Earl of Aberdeen,
Governor General.

MAY IT PLEASE YOUR EXCELLENCY,—I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended on the 30th of June, 1893.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers of the department, are given in Appendices.

Attached hereto (Appendices Nos. 1, 2 and 3) will be found statements showing the amounts expended during the past fiscal year in construction, repairs, and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, on each of the Government railways, and on the Canadian Pacific Railway so far as the Government is concerned; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the Federal Government, and others towards the construction of which subsidies have been authorized.*

In an appendix will be found a special statistical report, embodying returns made by Canadian railway companies, as required by statute. This report gives information as to railroad operations in Canada, including the Government roads.

The following general facts gathered from the compilation, being returns made for the fiscal year ended on the 30th of June, 1893, will be of interest.

The number of railways in actual operation, embracing under one head all amalgamated lines and including the Government roads, was 65. The number of miles of completed railway was 15,320, besides 2,012 miles of sidings. The number of miles in operation was 15,020, of which 14,883 miles were laid with steel rails.

The paid up capital amounted to \$872,156,475. The gross earnings aggregated \$52,042,397. The working expenses were \$36,616,033, leaving the net earnings for

*It should be observed that while the usual reports furnished by the superintending officers, and to be found in the appendices hereto, deal with the fiscal year only, the Chief Engineer of Government Railways has reported dealing with certain matters under his charge up to the 5th October, 1893, and the General Report contains information on points relating to subsidized lines of railways up to the end of December, 1893.

the year \$15,426,364. The number of passengers carried was 13,618,027, and the quantity of freight conveyed 22,003,599 tons. The total number of miles run by trains was 44,385,953.

RAILWAY EXPENDITURE—CAPITAL ACCOUNT.

BEFORE AND SINCE CONFEDERATION.

The following list shows the total amount, charged to Capital Account, expended by the Government for construction of railway works, embracing the period prior to Confederation and extending down to the 30th of June, 1893 :

Intercolonial Railway	\$47,385,117 42
(a) Eastern Extension Railway (to 1891, inclusive) ..	1,324,042 81
(a) Oxford and New Glasgow Railway	1,833,114 94
(a) Montreal and European Short Line Railway (to 1891, inclusive)	333,924 73
(a) Cape Breton Railway	3,701,113 93
(b) Carleton Branch Railway (to 1888, inclusive)	88,410 48
Prince Edward Island Railway	3,750,565 38
Canadian Pacific Railway—Works built by the Government and transferred to the Canadian Pacific Railway Company	30,818,414 14
Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c.	6,639,581 43
Annapolis and Digby Railway	616,979 89
	<hr/>
	\$96,491,265 15

SUBSIDIES TO RAILWAYS.

Canadian Pacific Railway	25,000,000 00
(c) Canadian Pacific Railway Extension to Quebec	1,500,000 00
(d) Canada Central Railway	1,525,250 00
(e) Other railways	10,319,902 34
	<hr/>
	\$134,836,417.49

This amount does not include the annual subsidy of \$186,600 payable for twenty years to the Atlantic and North-west Railway Company; nor the annual payment of \$119,700 to the Provincial Government of Quebec, being 5 per cent on the sum of \$2,394,000 granted by 47 Vic., ch. 8 (1884), for the line between Ottawa and Quebec. Both these items are dealt with by the Finance Department.

CANADIAN TRANSCONTINENTAL RAILWAY COMMUNICATION.

HALIFAX OR ST. JOHN TO MONTREAL.

The routes available between Halifax and Montreal are four in number; in all of which the Intercolonial is used, either in whole or in part, as follows: (The names adopted are those of the dominating roads):—

- (a) Now included in the Intercolonial Railway system.
- (b) Transferred to the Corporation of St. John, N.B.
- (c) Of this, \$970,000 was expended in the purchase of bonds of the road, which were subsequently cancelled under the Act 54-55 Vic., ch. 11.
- (d) Including \$85,250 refunded to the Town of Pembroke.
- (e) Including value of old rails transferred.

Intercolonial Railway Route—

	Miles.
By Intercolonial Railway to Point Lévis.....	675
Grand Trunk Railway to Montreal.....	173
	— 848
(Or by ferry across the St. Lawrence to Quebec, thence by North Shore Railway, C. P. R., also 173 miles).	

Canadian Pacific Railway Route—

	Miles.
By Intercolonial Railway to St. John, N.B.	275
New Brunswick Railway and Maine Central Rail- way to Mattawamkeag.....	146
Canadian Pacific Railway to Montreal	334
	— 755

Grand Trunk Railway Route—

	Miles.
By Intercolonial Railway to St. John, N.B.	275
New Brunswick Railway.....	90
Maine Central Railway.....	224
	—
Total up to Danville Junction.....	589
By Grand Trunk Railway to Montreal.....	270
	— 859

Témiscouata Railway Route—

	Miles.
By Intercolonial Railway to St. John.....	275
New Brunswick Railway to Edmundston.....	170
Témiscouata Railway to Rivière du Loup.....	81
Intercolonial Railway to Lévis.....	115
Grand Trunk Railway to Montreal.....	173
	— 814

MONTREAL TO THE PACIFIC COAST.

CANADIAN PACIFIC RAILWAY.

NOTE.—A somewhat detailed statement of the Government transactions with this company will be found in the Annual Report of this department for the year 1887.

Trunk Line.

	Miles.
Quebec to St. Martin's Junction (13 miles north of Mon- treal).....	159
	—
Montreal (at the head of Atlantic Ocean Navigation) to St. Martin's Junction.....	13
St. Martin's Junction to Callander	331
For this portion the company were subsidized direct, under their contract.	{ Callander to Port Arthur..... 649
	{ Port Arthur to Red River (opposite Winnipeg)... 428
	{ Red River to Savona's Ferry..... 1,257
	{ Savona's Ferry to the waters of the Pacific Ocean at Port Moody..... 213
	— 2,547
Port Moody to Vancouver on Burrard Inlet.....	15
	—
Total, Montreal to Vancouver, Burrard Inlet	2,906

This railway was opened for through traffic on the 28th of June, 1886.

By the Act 51 Vic., c. 32, approval and ratification were given to a certain agreement dated the 18th of April, 1888, provisionally made between the Government and the company, whereby the restrictions contained in Article 15 of the original agreement for the construction of the road, barring the Dominion Parliament for twenty years from authorizing the construction of railways south of the Canadian Pacific Railway from any point at or near that road, except those running south-west, were removed. By this agreement, the Government undertook to guarantee the payment of interest at $3\frac{1}{2}$ per cent on an issue of the company's bonds to the extent of fifteen million dollars, running for a term not exceeding fifty years; the unsold lands of the company's subsidy, estimated at nearly fifteen million acres, to form the security for such bonds. The arrangements contemplated by this agreement are being carried out by the Department of Finance. A deed of mortgage in favour of special trustees, one of whom is the Minister of Finance, has been executed under date the 2nd of June, 1888, having previously been approved by an Order in Council of the 1st of that month, being a mortgage of the said unsold lands of the company's subsidy, amounting to 14,934,238 acres, and constitutes the said security.

By the Act passed in 1891, 54-55 Vic., c. 11, respecting the North Shore section of the Canadian Pacific Railway, authority was given, subject to certain provisions, for the cancellation of the mortgage bonds of the North Shore Railway, which, to the value of \$1,108,626, had been purchased by the Government for the sum of \$970,000 (part of a sum of \$1,500,000 voted by Parliament in the years 1884 and 1885 to secure to the port of Quebec free access for the trains and traffic of the Canadian Pacific Railway) and for discharging that company from all liability in respect of such bonds. The conditions under which this action might be taken were, as stated in the Act, that the company should execute a deed of agreement binding itself to complete and provide, with all due diligence, the following works and improvements, namely:—

“Rolling stock, including sleeping cars, day coaches, baggage, mail and express cars, locomotives and freight cars, of a standard equal to that used on other portions of the company's railway system, involving an outlay of about three hundred and fifty thousand dollars.

“Improvements over the whole line between St. Martin's Junction and the city of Quebec, of such a character as to bring that section up to the highest standard of the other Canadian Pacific sections, including additional accommodation for passengers at nearly every station, and increased space for the handling of freight, the lengthening of platforms and sidings, the furnishing of new sidings for the development of stone, lumber and other traffic, the substitution of iron for wooden bridges on the line of the North Shore Railway, and the construction of the following specific works, that is to say:—

- (1.) In the City of Quebec :
 - (a.) One grain elevator ;
 - (b.) One flour shed ;
 - (c.) Such local improvements and facilities as are necessary for the handling of the traffic of that city.
- (2.) In Three Rivers :
 - (a.) One grain elevator ;
 - (b.) Improvements over the loop line ;
 - (c.) Improvements on the Piles Branch ;

“The said improvements over the whole line involving an outlay of about \$300,000, in addition to the said outlay on rolling stock ;

“The whole to be completed to the satisfaction of the Minister of Railways and Canals.”

In pursuance of this Act, and on application by the company, an Order in Council was passed on the 14th of December, 1891, reciting the facts of the case, and approving of the execution of a draft agreement, by which the company binds itself to carry out the improvements called for by the Act, expending the moneys thereon as follows :—

“ At least two hundred thousand dollars (\$200,000) during the year ending on the first day of April, A.D. 1893, an aggregate of at least three hundred and fifty thousand dollars (\$350,000) to the end of the year ending on the first day of April, A.D. 1894, and an aggregate of at least five hundred thousand dollars (\$500,000) to the end of the year ending on the first day of April, A.D. 1895, and an aggregate of at least six hundred and fifty thousand dollars (\$650,000) to the end of the year ending on the first day of April, A.D. 1896, subject to such extension in respect of any repairs or renewals for which the necessity has not arisen as may be granted by His Excellency the Governor in Council.”

On the 22nd of December, 1891, the agreement so authorized was duly signed.

The works are in progress, but no inspection has yet been made.

In the agreement dated the 20th of November, 1886, and executed under an Order in Council of the 2nd of that month, which constituted the basis of the final settlement of matters between the Government and the company prior to the transfer of the road to them, a special provision was inserted, in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over. The company accepted the same, “ subject to the adjustment and correction by the Government of any defects or deficiencies in the construction thereof, if any, according to the specifications and conditions of the contracts therefor, except in so far as the same were modified by the Government prior to 21st of October, 1880.”*

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th of January, 1888. The arbitrators made their award, and it was furnished to the Government in October, 1891, the amount fixed thereby as payable by the Government to the company being \$579,255.20, the amount claimed by the company having been \$12,000,000. This award, in effect, represents the value of work which the arbitrators find the Government should have performed on the sections of the road in British Columbia constructed by it. The amount so awarded was to be expended under the supervision of an officer of the Government, for the improvement of the railway in certain specified directions.

There remain still to be dealt with two unimportant claims in respect of steel rails.

As to these, however, the arbitrators, after hearing evidence, considered that they are of a character for settlement by the department rather than by arbitration, it being merely a question whether certain amounts, deducted from the company's subsidy of \$25,000,000, as the value of rails and fastenings on sections of the railway transferred to the company under their contract, should, properly, have been deducted. In the one case it is the opinion of the Department of Justice that the deduction made was not a proper deduction; and the other case being one of adjustment of prices only, these matters will be dealt with by the department accordingly.

The award included the sum of \$202,675.20 for works executed during the progress of the arbitration, leaving the balance, \$376,580, to cover work remaining to be done.

* The date of the company's contract.

The total value of the work so executed from the date of the award, 31st July, 1891, up to the 31st August, 1893, as returned by the Government officer in charge, is \$234,435.56, making the total expenditure under the award \$437,110.76, and leaving the sum of \$142,144.44, still to be expended.

It should be noted that for the year ended on the 30th of June, 1893, the company had under traffic in Canada, 5,782 miles of railway, and that its gross receipts were \$20,795,304.66 (as against 5,537 miles of railway and receipts \$20,789,104.17 the previous year).* The total expenditure for working expenses was \$12,665,587.12, making the net earnings \$8,129,717.54. These figures are taken from the sworn statement of the company, furnished in accordance with the Railway Act. (See Railway Statistics, App. 24.)

GOVERNMENT RAILWAYS IN OPERATION.

The several lines maintained by the Government during the past fiscal year ended the 30th June, 1893, were :—

	Miles.
The Intercolonial.....	1,142
do wharf branches.....	12½
	1,154½
Windsor Branch (maintained only).....	32
Prince Edward Island Railway.....	211
Total.....	1,397½

The through ocean mail line from Point Lévis, opposite Quebec, to Halifax, is 675 miles in length.

Details respecting these railways and their operations will be found in Appendices Nos. 4 and 5, containing reports from the Chief Engineer of the department, the General Manager of Government Railways, and the officials of these roads.

The general revenue accounts for 1892-93 show the following as the financial position of these roads for the fiscal year and the mileage operated :—

	Mileage in operation.	Working expenses.	Earnings.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Intercolonial, including the Eastern Extension, the Oxford and New Glasgow and the Cape Breton Railways...	1,142	3,045,317 50	3,065,499 09	20,181 59	.....
Windsor Branch (earnings, one-third of entire receipts; expenditure on maintenance).....	32	16,889 95	34,316 11	17,426 16	
Prince Edward Island.....	211	226,422 17	162,690 42	.....	63,731 75
				37,607 75	63,731 75
Total operated mileage.....	1,375	.....	Net loss.....	.....	26,124 00

*In the annual report for 1891-92, the mileage receipts and expenditure do not correspond with the statements for that year now given. This is due to the fact that there had been included in the returns for 1891-'2, the mileage of this railway through the state of Maine.

The gross earnings of all the Government roads for the past fiscal year show an increase over those of the preceding year of \$126,112.11, and the gross working expenses a reduction of \$459,968.14.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney. Connection is made with the Grand Trunk Railway at Chaudière Junction and with the Canadian Pacific Railway at Quebec (by ferry from Lévis).

The total length of the road (including wharf and freight branches) is 1,154½ miles.

The following are the through distances :—

	Miles.
Lévis (opposite Quebec) <i>via</i> St. Joseph and St. Charles Junction (14 miles) to Halifax.....	675
Lévis to St. John.....	578
Lévis <i>via</i> Truro {to Sydney.....	827
to North Sydney.....	820

NOTE.—At Lévis, passengers make connection with the Canadian Pacific Railway and with the Grand Trunk Railway. Freight is carried direct along the old main line between Chaudière Junction and St. Charles Junction (17 miles), instead of round by Lévis to St. Charles Junction, a total distance of 24 miles.

CAPITAL ACCOUNT.

During the fiscal year 1892-93 there was an addition of \$296,916.58 to the Capital Account expenditure, making the total expenditure of the whole road chargeable to "Capital," as amalgamated under the Act 54-55 Vic., ch. 50 (1891), up to the 30th of June, 1893, \$54,246,850.23.

The additions of the year included \$56,934.62 for increased accommodation at Halifax ; \$120,526.49 for property acquired at St. John ; \$46,252.27 for the train ferry between Mulgrave and Point Tupper ; \$13,730.47 for the Cape Breton Division of the railway, and \$16,813.06, the cost of fitting the automatic air brake to freight cars, and of supplying locomotive steam for heating passenger cars.

REVENUE ACCOUNT.

The gross earnings for the year amounted to \$3,065,689.09. The expenditure was \$3,045,317.50, making the excess of earnings over expenditure \$20,181.59.

The expenditure was less than that of the previous year by \$394,059.50. Compared with the previous year the passenger traffic produced \$1,002,912.76, an increase of \$41,484.80 ; the freight traffic amounted to \$1,868,823.84, an increase of \$65,294.81, and the mails and sundries produced \$193,762.51, an increase of \$13,277.51 : total increase, \$120,057.12.

The value of stores, including fuel and steel rails in hand at the end of the fiscal year, was \$502,127.66.

GENERAL OBSERVATIONS.

In comparing the traffic of the year with that of the previous year, the following special features are of interest :—

The number of passengers carried was 1,292,878. The through passenger business shows an increase of 4,968, but the total fell off to the extent of \$9,822, leaving the total decrease 4,854. On the other hand, the freight traffic, amounting to 1,388,080 tons, comprised an increase of 279,845 tons in local freight and a decrease of 156,340 tons in through freight, making a total increase in the traffic of the year of 123,505 tons. Of barrels of flour there were carried 856,913, a decrease of 97,102. Of grain there was carried 1,514,619 bushels, a decrease, compared with the previous very exceptional year, of 2,262,058 bushels; 352,975 bushels were for shipment at Halifax. Lumber showed an increase, 181,211,013 feet being carried, an increase of 5,736,673 feet. There was also an increase of 5,480 in the number of live stock, 93,369 being conveyed over the line. Of coal from the Nova Scotia collieries, 543,296 tons were carried, an increase of 109,490 tons, of which 402,653 tons were for local stations, the balance, 140,643 tons, going *via* St. John and the Chaudière to points west, an increase of 99,278 tons. Of raw sugar, 10,137 tons, a decrease of 11,500 tons, was carried, none of this article going west of Chaudière, whereas in the previous year 11,102 tons had been carried west. Of refined sugar, 22,623 tons were carried, a decrease of 10,098 tons, both the west bound and the local traffic being less. Of fresh fish, 6,898 tons, an increase of 3,238 tons, and of salt fish 7,249 tons, an increase of 2,486 tons, were carried.

The further application of the automatic air brake to freight cars and the heating of passenger cars with steam derived direct from the locomotive has during the past year been carried out, and there are now 747 freight cars on the road so fitted: 200 passenger cars are heated in this manner.

Thirty miles of track were relaid with the heavier steel rail, 67 pounds to the yard.

All necessary repairs have been made to the several bridges, wharfs, buildings and structures along the line, and the whole road and rolling stock have been maintained in an efficient condition. Details of these works will be found in the Chief Engineer's report, p. 74.

The docks and transfer bridges, the steam ferry boat and barges for the train ferry between Mulgrave and Point Tupper, have been built and freight in cars is now conveyed by this ferry service across the strait; the passenger trains will be similarly transferred in the season of 1894: meantime passengers are conveyed by the ferry. The snowfall during the winter, like that of the preceeding year, was unusually light, and the cost of dealing with it was proportionately less.

The more economical handling of the road has resulted, for the first time in nine years, in a balance to the profit of the Government, and that without impairing the efficiency of the railway. During the past year 1,142 miles have been operated at a cost of over half a million dollars less than the cost of operating 971 miles in 1889-90.

Various interesting statistical and comparative tables and other detailed information will be found in the appended reports of the Chief Engineer of Railways and Canals, and in those of the General Manager and other officers of the Intercolonial Railway. (See Appendix 5, p. 61.)

WINDSOR BRANCH.

This road is 32 miles in length. It extends from Windsor Junction on the Intercolonial Railway, to Windsor.

The Windsor and Annapolis Railway Company have operated this line for the past 21 years under an agreement dated the 21st of September, 1871. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the Government taking the remaining one-third, and assuming all costs of maintenance of the road and works.

Under date the 19th of November, 1892, an Order in Council was passed authorizing, for a further term of 21 years, arrangements with the company which are practically the same as those of the agreement of 1871, and the agreement was signed, accordingly, under date the 13th of December, 1892.

All charges for superintendence and supervision of maintenance of works are borne by the Government, the duty of supervision being performed by the chief officers of the Intercolonial Railway.

The earnings and expenditure for the year ended the 30th of June, 1893, were as follows :—

Proportion of one-third gross earnings credited to the branch.....	\$ 34,316.11
Expenditure for maintenance of way and works.....	16,889.95
	<hr/>
Government profit.....	\$ 17,426.16

The amount accruing to the Government as its share of the earnings was \$807.27 more than in the previous year, and its expenditure for maintenance was \$2,624.42 less.

The road has been maintained in good order. Details will be found in the appendices. (*See Appendix 5, p. 96.*)

CARLETON BRANCH RAILWAY.

The road extends from Fairville, where it joins the line of the New Brunswick Railway Company, to Carleton, on the south side of the harbour of St. John, N.B., a distance of $3\frac{68}{100}$ miles.

By the Act 54-55 Vic., chap. 15, authority was given for the sale of this railway to the corporation of the city of St. John for the sum of \$40,000. Under date the 20th of May, 1891, an Order in Council was passed authorizing the completion of the arrangements for transfer, and the deed of transfer to the city of St. John was executed on the 3rd of September, 1892. Under the provisions of the said deed the road is leased to the Canadian Pacific Railway for a term of 999 years. The deed was confirmed by the Act of 1893, 56 Vic., chap. 6.

DIGBY AND ANNAPOLIS RAILWAY.

This link of the Western Counties Railway, forming part of that line, was completed by the Government and handed over to the company for operation on the 27th of July, 1891. The expenditure up to the close of the fiscal year 1892-93, was \$616,979.89.

The construction of this section by the Government has been carried on under the authority of the special Act, 52 Vic., chap. 8 (1889), an appropriation of \$500,000, contingently granted by the Act 50-51 Vic., chap. 25, as a subsidy, having by such special Act been made available, and funds for further payments having been provided by special votes.

Under date of the 10th of November, 1893, an Order in Council was passed authorizing the transfer of this section of road to the Western Counties Railway Company.

Further information on this matter will be found in the statements in this report respecting Subsidized Railways, under the head of "Western Counties Railway Company."

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish.....	168
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec Wharf.....	1
	<hr/>
	211
	<hr/>

This railway was first opened for traffic on the 12th of May, 1875.

CAPITAL ACCOUNT.

The total cost of the road and equipment chargeable to capital account at the close of the fiscal year 1891-92, was \$3,750,081.38, and the expenditure during the past fiscal year was \$484, making a total of \$3,750,565.38.

REVENUE ACCOUNT.

On revenue account the gross earnings amounted to \$162,690.42 and the expenditure to \$226,422.17, the over expenditure being \$63,731.75.

Compared with the previous year the gross earnings show a total increase of \$5,257.73. The railway carried 132,111 passengers, a decrease of 7,278, producing \$67,445.41; 56,718 tons of freight, an increase of 5,653, producing \$76,347.51, and the earnings from mails and sundries amounted to \$18,897.50, an increase of \$2,397.25.

Compared with the previous year, the expenditure was less by the sum of \$63,284.21.

The cost per mile run by trains was 98.35 cents, a reduction of 19.84 cents; and per mile of railway \$1,078.20, a reduction of \$301.85.

The engine mileage was less by 17,410 miles, the train mileage less by 14,895 miles and the car mileage less by 67,890 miles.

The value of stores on hand at the close of the fiscal year was \$92,400.51.

The railway and the rolling stock has been efficiently maintained.

Details of operations will be found in Appendix 5, p. 101.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Pointe du 'Chêne, between Charlottetown and Pictou, and between Georgetown and Pictou, and in winter by the specially-built steamer "Stanley" between Georgetown and Pictou, and between Charlottetown and Pictou; there is, also, further provision made for communication by ice-boats from Cape Traverse. These cross the Strait to Cape Tormentine, on the mainland, a distance of about 9 miles. Here, by the line of the New Brunswick and Prince Edward Railway, about 40 miles in length, connection is made with the Intercolonial Railway at Sackville. This winter service is conducted by the Marine Department, the mails being taken to and met at Cape Traverse by special trains, whenever required by the Post Office Department.

GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the list of railways subsidized by Parliament. Appendix 22, p. 226.

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made in so far as the Dominion Government is concerned ; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy. Information has been brought down to the 31st of December, 1893.

Since the system of subsidy of railway enterprise was commenced, the following are the sums paid over, namely :—

For the fiscal year 1883-84, ended on June 30, 1884	\$	208,000	00
do 1884-85 do 1885		403,245	00
do 1885-86 do 1886		2,171,249	00
do 1886-87 do 1887		1,406,533	00
do 1887-88 do 1888		1,027,041	92
do 1888-89 do 1889		846,721	83
do 1889-90 do 1890		1,491,595	72
do 1890-91 do 1891		1,079,105	87
do 1891-92 do 1892		1,061,615	93
do 1892-93 do 1893		624,794	07
		<u>\$10,319,902</u>	34
Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1893, to the 31st December, 1893.....		551,671	30
Total payments to the 31st December, 1893.....		<u>\$10,871,573</u>	64

The Canadian Pacific Railway is not included in the above, nor is the payment to the Canada Central, nor that to the Quebec Government for the line from Ottawa to Quebec, nor advances made on mortgage to the St. John Bridge Company, to the Albert Railway Company, and to the Fredericton and St. Mary's Bridge Company, nor the annual subsidy to the Atlantic and North-west Railway Company payable for 20 years. These matters are dealt with by the Finance Department.

The total number of companies to whom payments have been made on subsidy account up to the 31st December, 1893 (with the above exceptions), is 69.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the Government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been earned and paid prior to the 1st of July, 1892.

A tabulated statement of payments will be found in Appendix 3, page 28.

Albert Southern Railway Company.

(See Annual Report of 1891-92.)

Atlantic and North-west Railway Company.

(See Annual Report of 1889-90.)

Baie des Chaleurs Railway Company.

(See Nos. 6, 42 and 158.)

This company was incorporated by the Provincial Act 45 Vic., ch. 53.

The Dominion Act 47 Vic., ch. 8, authorized the expenditure of \$300,000 (revoted in the year 1885) for the construction of a branch of the Intercolonial Railway, to extend for a distance of 20 miles eastward, from Metapediac towards Paspebiac.

Tenders for the work were received, but none of them coming within the limit of expenditure authorized by Parliament, an offer made by the Baie des Chaleurs Railway Company to build and operate this section as a part of their own road from Metapediac to Paspebiac for the amount, was accepted by an Order in Council of the 18th of September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the 1st of July, 1888, plans being furnished and the work supervised by the department.

By the Act 46 Vic., chap. 25 (1883), a subsidy had been authorized in favour of this company towards the construction of their said road; the limit fixed by the Act being \$3,200 a mile, for 100 miles, or a total of \$320,000.

Provision, however, having been made, as above stated, for the building of the first 20 miles of this distance, the contract entered into with the company, also on the 8th of November, 1885, as authorized by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 80 miles only. It contained a clause under which, subject to authorization from Parliament to that end, the portion, namely, \$3,200 a mile, applicable to the first 20-mile section of the road under the 100-mile subsidy of 1883, should be transferred to the second 20-mile section as an additional subsidy therefor, making the grant for such section \$6,400 a mile.

To this arrangement approval of Parliament was given, the two agreements above mentioned being ratified and confirmed by the special Act 49 Vic., ch. 17; the date for the completion of the road being fixed by the Act as the 1st of December, 1888, in place of the 25th of May, 1887, as contemplated by their agreement.

By the Railway Subsidy Act of 1889, 52 Vic., ch. 3, the balance, \$244,500, remaining unpaid of the subsidy mentioned in the Act 49 Vic., ch. 17, was granted to the company.

By authority of the same Act, the subsidy applicable to the 30 miles between the 70th and the 100th mile was transferred to the section between the 40th and the 70th,

making the grant for this section also \$6,400 a mile. The company undertook to construct the section from the 70th to the 100th mile without subsidy, and have deposited bonds to the value of £83,000 stg. as security to that effect.

For subsidy purposes the time for completion was extended by an Order in Council of the 14th of June, 1888, to the 1st of January, 1890.

Under date the 1st of June, 1891, an Order in Council was passed approving of the location of the section between the 60th and the 80th miles, and under date the 26th of October, 1891, a copy was furnished to the department of a contract made by the company for the construction of this section of road.

By the Act 54-55 Vic., ch. 97 (1891), the company was declared to be a corporation under the Parliament of Canada, and the time for completion of its railway was extended for charter purposes, namely, up to Paspebiac, to the 30th of September, 1893, and up to Gaspé Basin to the 30th of September, 1895.

The following shows the position of this subsidy:—

Original subsidy, granted in 1883, \$3,200 per mile,		
for 100 miles.....		\$320,000
Special vote, 1885.....		300,000
		<u>\$620,000</u>
Actual present position :		
Miles.		
0 to 20—20 miles (special vote).....		\$300,000
20 to 40—20	\$6,400 per mile.....	128,000
40 to 70—30	\$6,400 do	192,000
70 to 100—30	Nil	
		<u>\$620,000</u>
Total payments up to the close of the fiscal year 1889-90		
covering the distance, 60 miles, up the River Grand		
Cascapedia.....		524,175
Balance.....		<u>\$ 95,825</u>

No payments were made during the fiscal year, but subsequently there has been paid \$31,825, making the total payments for 70 miles of railway \$556,000 up to the 31st of December, 1893.

Beauharnois Junction Railway Company.

(See No. 102 and 302.)

By the Railway Subsidy Act, 50-51 Vic., ch. 24, the grant of a subsidy not exceeding \$96,000 was authorized in favour of the Beauharnois Junction Railway Company from St. Martin towards St. Anicet, the estimated distance being 30 miles.

On the 21st of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield, towards St. Anicet, the road to be completed by the 1st December, 1888. By the Order first named, approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway, at St. Martin to Valleyfield, 19 $\frac{2}{3}$ miles. Up to the close of the

fiscal year 1889-90 the total payments amounted to \$58,900. By the Act 56 Vic., ch. 2 (1893), the unpaid balance, \$3,500 was revoked, but no further payment has been made up to the 31st of December, 1893.

Belleville and North Hastings Railway Company.

(See Annual Report of 1888-89.)

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Nos. 48, 181, 193, 240 and 267.)

By the Act 48-49 Vic., ch. 59 (1885), aid was granted to an extent not exceeding \$128,000 towards the construction of the portion between Brockville and Westport, about 40 miles, of the line of the Brockville, Westport and Sault Ste. Marie Railway.

Under the authority of an Order in Council of the 28th of April, 1886, a contract was made with the company on the 16th of July, 1886, the subsidized road to be finished by the 1st of August, 1889.

Under an Order in Council of the 26th of November, 1888, the sum of \$45,000 was paid. The balance of the subsidy lapsed on the 1st of August, 1889, but was revoked by the Act 53 Vic., ch. 2 (1890).

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy to the extent of \$64,000 was authorized for 20 miles of railway from Newboro' towards Palmer's Rapids. For this subsidy there was substituted, by the Act 54-55 Vic., ch. 8, one for the same amount, and for the same distance, 20 miles, but from a point "at or near Newboro' towards Palmer's Rapids," payment to be made on completion of each section of the railway as follows:—from, at or near Newboro' to Westport, 4 miles, and from Westport towards Palmer's Rapids, 16 miles.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the unpaid balances granted by 52 Vic. and 53 Vic., were revoked.

Up to the close of the fiscal year, 1891-92, payment had been made to the extent of \$105,200. No further payment has been made up to the 31st of December, 1893.

Brantford, Waterloo and Lake Erie Railway Company.

(See No. 104.)

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy of \$57,600 to the above company for 18 miles of their railway from Brantford to Hagersville or Waterford, or some intermediate point on the Canada Southern Railway.

Under an Order in Council of the 4th of August, 1888, a contract was made with the company, on the 31st, for a line from Brantford to Waterford. An order of the same date approved of the location, the actual distance being $16\frac{1}{2}$ miles. Up to the close of the fiscal year, 1890-91, the payments amounted to \$52,810, the amount of subsidy applicable being \$53,600. This company has now become amalgamated with the Toronto, Hamilton and Buffalo Railway Company, the agreement for amalgamation being approved by an Order in Council of the 16th of December, 1892.

Buctouche and Moncton Railway Company.

(See Nos. 65, 101 and 248.)

By the Act 49 Vic., ch. 10 (1886), assistance was authorized for the construction of a railway about 30 miles long, to connect Buctouche, N.B., with the Intercolonial Railway at or near Moncton, the subsidy not to exceed \$96,000.

By the Act 50-51 Vic., ch. 24, an additional subsidy of \$6,400 was granted for 2 miles additional, the distance between the points named being actually 32 miles, making the total subsidy \$102,400.

Under an Order in Council of the 10th September, 1886, an agreement, dated the 14th of that month, was entered into with the Buctouche and Moncton Railway Company for the execution of the work. During the fiscal year 1890-91, there was paid the sum of \$1,600.43, making the total payments \$67,020. No further payments have been made up to the 31st of December, 1893.

By the Subsidy Act of 1892, the unpaid balance of the foregoing subsidies was revoked, and authority has been given by an Order in Council of the 16th of December, 1893, for entry into contract for the completion of the work thereunder.

Canada Atlantic Railway Company.

(See Annual Report for 1888-89.)

Canadian Pacific Railway Company.

(See No. 243.)

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy limited to \$80,000, was authorized for 25 miles of a railway from a point on the C. P. R. at or near Revelstoke to the head of Arrow Lake.

Under date the 24th of October, 1893, a contract has been made with the Canadian Pacific Railway Company for this work, the date for completion being the 1st of August, 1896. The location plans have been approved.

Caraquet Railway Company.

(See Annual Report for 1888-89.)

Central Railway Company of New Brunswick.

(See Nos. 40, 143, 156 and 205.)

By the Act of 1884, 47 Vic., ch. 8, a subsidy not exceeding \$128,000 was granted in aid of the construction of about 40 miles of the Central Railway, from the head of Grand Lake to a point on the Intercolonial Railway between Sussex and St. John, N.B.

Under the authority of an Order in Council of the 5th of June, 1886, a contract was made with the Central Railway Company, on the 7th July, 1886, for a line from Salmon River, at the head of Grand Lake, to Norton, on the Intercolonial Railway, work to be completed by the 1st of July, 1888. Certain work had been executed, but the contract obligations had not been carried out, and no portion of the subsidy was paid. The subsidy lapsed, but was revived by the Subsidy Act 52 Vic., ch. 3 (1889).

On the 1st of December, 1890, a new contract was made with the company for this work under the Subsidy Act of 1889, the limit of subsidy being \$128,000; this contract covering also a subsidy for $4\frac{1}{2}$ miles, the limit of which was \$14,400, authorized

by the Act 53 Vic., ch. 2, making a total subsidy of \$142,400 ; the total length of road subsidized being $44\frac{1}{2}$ miles. The date for completion was fixed as the 1st of December, 1891.

By the Act 51 Vic., ch. 3, a grant as a subsidy to this company was authorized of certain used iron rails to the value of \$83,612.54, loaned to the St. Martin's and Upham Railway Company (which railway has been acquired by the Central Railway Company ; the sale being approved by an Order in Council of the 15th of November, 1887), the condition of the grant being that such rails should first be replaced by new steel rails. The new steel rails were substituted, and an Order in Council of the 18th of October, 1889, authorized the transfer of the old rails to the company.

Up to the end of the fiscal year 1891-92, there had been paid, including the value of the said rails, the sum of \$159,251.54 ; no payments have since been made up to the 31st of December, 1893.

Chignecto Marine Transport Company.

(See No. 5.)

On the 3rd of February, 1882, this company (which received incorporation the same year, by Act 45 Vic., chap. 76) made a proposal to the Government for the construction of a line of railway for the transport of ships overland across the Isthmus of Chignecto from Tidnish, on Baie Verte, in the Gulf of St. Lawrence, to a point at or near the mouth of the River La Planche, in the Bay of Fundy, and by the Act 45 Vic., ch. 55, authority was given for the grant of a subsidy of \$150,000 a year, for 25 years, in aid of the work.

No definite action was, however, taken until the 6th of October, 1885, when an Order in Council was passed authorizing entry into agreement with the company, subject to the approval of Parliament ; and such agreement was executed on the 4th of March, 1886. Under its terms, the subsidy payable is to be \$170,602 a year for 20 years, or such portion thereof as may be required to bring the net earnings to 7 per cent per annum on the authorized share and bond capital of the company, \$5,500,000, and to be granted only during the satisfactory performance of the services contemplated, such services comprising the raising, transport and lowering of vessels of 1,000 tons burden, registered, with full cargo. Should the earnings exceed 7 per cent per annum, one-half of such surplus is to be paid to the Government until repayment of the whole amount received by said company under their subsidy.

By a special Act, 49 Vic., ch. 18 (1886), this agreement was confirmed and ratified.

By a further special Act, 51 Vic., ch. 4 (1888), the time for the completion of the work for subsidy purposes, was extended to the 1st of July, 1890, with, if required, a further extension for 24 months, but under penalty.

The company duly submitted plans, and these have been approved by Order in Council. Good progress was, for a time, made, and it was expected that the works would have been completed early in 1892. They have been, however, suspended, owing, it is understood, to financial causes.

By the Act 54-55 Vic., ch. 12 (1891), the date for completion for subsidy purposes has been extended to 1st of July, 1893, the penal cause in this regard contained in the Act 51 Vic., ch. 4, being repealed.

By the Act 55-56 Vic., ch. 37 (1892), authority was given to the company to issue new mortgage bonds to the value of £350,000 sterling, and by an Order in Council passed on the 9th of July, 1892, a recommendation to Parliament to extend the time, further, to the 6th of July, 1894, has been promised, provided that the works are actually in progress, and that satisfactory evidence is given that the capital necessary for completion has been received. No action, however, being taken in this direction.

Columbia and Kootenay Railway and Navigation Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

Cornwallis Valley Railway Company.

(See Annual Report for 1891-92.)

Cumberland Railway and Coal Company.

(See No. 124.)

By the Act 50-51 Vic., ch. 24 (1887), the grant to this company of subsidy to the extent of \$44,800 was authorized for 14 miles of their railway, from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the Oxford and New Glasgow Railway near Oxford.

The company having applied, they were admitted to contract on the 12th of April, 1888, under an Order in Council of the 12th March, the work to be completed by the 1st August, 1891. During the fiscal year 1890-91, the sum of \$10,450 was paid to this company, making, with previous payments, \$39,850. No further payments have been made since, up to the 31st of December, 1893.

Dominion Lime Company.

(See Annual Report for 1888-89.)

Dominion Coal Company.

(See No. 262.)

This company was incorporated by the Nova Scotia Act, 56 Vic., ch. 145 and 146. By the Subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy, limited to \$89,600, was authorized for 28 miles of a railway to complete connection between Sydney and Louisburg, Cape Breton.

By an Order in Council, dated the 7th of November, 1893, entry into contract with the above company for the work from a point half a mile north-westerly from Bridgeport to Louisburg Harbour, was authorized; plans of location also were approved. No payment on subsidy account has been made up to the 31st of December, 1893.

Drummond County Railway Company.

(See Nos. 99, 175 and 214.)

By the Railway Subsidy Act of 1888, 50-51 Vic., ch. 24, the grant of aid to an extent not exceeding \$96,000 was authorized to the Drummond County Railway Company for 30 miles of their railway from Drummondville towards Nicolet, Que.

Under the authority of an Order in Council of the 12th of November, 1887, a contract was made with the company on the 1st of December, 1887, covering a line from the South-eastern Railway, at the village of Drummondville, to the south-west branch of the River Nicolet; the road to be completed by the 1st of August, 1891.

On the 2nd of May, 1889, the company were admitted to contract for the balance 17½ miles, of the 30 miles subsidized.

By the Subsidy Act of 1889, 52 Vic., ch. 3, the company were further subsidized for 4½ miles from the end of the line already subsidized, to Ball's wharf, on the River St. Lawrence, to the extent of \$14,400, and were admitted to contract on the 21st of January, 1890.

By the Subsidy Act 53 Vic., ch. 2 (1890), authority was given for the grant of a subsidy, the limit of which was \$76,800, for 24 miles of the railway of the company from Drummondville to Ste. Rosalie. Under date the 2nd of February, 1891, the company were admitted to contract for this work.

During the fiscal year there was paid to the company the sum of \$13,435, making the total payments up to the 31st of December, 1893, \$195,840.

Elgin, Petittcodiac and Havelock Railway Company.

(See Annual Reports for 1885-56 and 1890-91.)

Erie and Huron Railway Company.

(See Annual Report for 1886-87.)

Esquimalt and Nanaimo Railway Company.

(See Annual Report for 1886-87.)

Fredericton and St. Mary's Bridge Company.

(See Annual Report for 1888-89.)

Great Eastern Railway Company.

(See Nos. 88, 114, 174, 213, 235 and 296.)

By the Act 49 Vic., ch. 10, authority was given for the grant of a subsidy to an extent not exceeding \$32,000, on an estimated distance of 10 miles, towards the construction of a line from Yamaska to the River St. Francis, Que.; and the Great Eastern Railway Company having applied, a contract was made with them on the 12th of October, 1886, under the authority of an Order in Council of the 9th of that month, the time of completion being fixed as the 1st of October, 1887.

The road having been completed and inspected, the whole of the subsidy due for its actual distance, 6 miles, namely, \$19,200, was paid under an Order in Council of the 27th of March, 1887.

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding \$96,000 for 30 miles of their railway from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. During the fiscal year 1890-91 the sum of \$16,300 was paid from this subsidy for 6.66 miles from the east bank of the River Nicolet to the Grand Trunk Railway at St. Grégoire.

By the Act 52 Vic., ch. 3, a subsidy was authorized to the extent of \$64,000 for a further distance of 20 miles from St. Grégoire. This subsidy was in effect revoked by the Act 56 Vic., ch. 2 (1893).

Authority has been given for entry into contract for this work, but the contract has not yet been signed.

By the Act 53 Vic., ch. 2 (1890), a subsidy of 15 per cent on the value of two bridges, one over the River Nicolet, the other over the River St. Francis, not exceeding \$37,500, was authorized. On the 20th of June, 1891, a contract was entered into with the company for the work. During that fiscal year there was paid the sum of \$4,845 for work on the Nicolet bridge.

By the subsidy Act 54-55 Vic., ch. 8, there was revoked the balance unpaid, \$79,700, of the subsidy granted by the Act 50-51 Vic., ch. 26, which had lapsed, for a railway from the River St. Francis to the Arthabaska Railway at St. Grégoire.

There has been no further payment up to the 31st of December, 1893. The total amount paid the company being \$40,345.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308 and 309.)

By the Act 47 Vic., ch. 8 (1884), a subsidy not exceeding \$32,000, was granted to this company for the construction of a line from St. Jérôme to New Glasgow, Que.; the estimated length being 10 miles.

Under the authority of an Order in Council of the 3rd February, 1885, a contract for the work was entered into with the company on the 14th of that month, the road to be completed by the 1st of July, 1885.

The line was duly completed and inspected. Under an Order in Council of the 2nd of March, 1885, payment was made therefor, namely 7.84 miles, \$25,088.

By the Act 49 Vic., ch. 10 (1886), a subsidy not exceeding \$57,600 was authorized for a line from New Glasgow to Montcalm, a distance of about 18 miles. The Great Northern Railway Company having applied for it, it was granted to them by an Order in Council of the 18th July, 1887, which also approved of the location. The contract was made on the 19th of August, 1887, the road to be completed by the 1st of August, 1890.

By the Act 49 Vic., ch. 10, a subsidy not exceeding \$22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date the 8th of October, 1890, a contract was entered into with them for the work, calling for completion by the 1st of August, 1891. The road was built and allowed to be opened for public traffic in January, 1892.

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy for a line from Montcalm to the Canadian Pacific Railway between Joliette and St. Félix de Valois was authorized.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$28,100, of the subsidy granted in 1886 was revoked.

By the Act 56 Vic., ch. 2 (1893), the unpaid balance, \$25,600, of the subsidy granted in 1891 was revoked.

Also, by the same Act, a subsidy not exceeding \$48,000 was granted to the company for 15 miles of their railway from Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois in lieu of the subsidy granted by 53 Vic., ch. 2.

No payments have been made during the past fiscal year, or subsequently, and the total payments to the company up to the 31st of December, 1893, amount to \$78,688.

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

Harvey Branch Railway Company.

(See Annual Report of 1889-90.)

Hereford Railway Company (formerly Hereford Branch Railway Company.

(See Annual Report for 1891-92.)

International Railway Company.

(See Annual Reports for 1887-88 and 1889-90.)

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24, 159 and 30.)

By the Act 47 Vic., ch. 8 (1884), the Irondale, Bancroft and Ottawa Railway Company were subsidized, to an extent not exceeding \$160,000, for a line, about 50 miles long, to connect the Victoria Branch of the Midland Railway with the village of Bancroft.

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th August, 1886.

Under the authority of an Order in Council of the 14th of February, 1887, \$15,000 has been paid. The unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889), and was again revoked by the Act 56 Vic., ch. 2 (1893).

During the past fiscal year the sum of \$17,000 was paid, and since that date the further sum of \$32,000, making the total payments up to the 31st of December, 1893, \$64,000.

Joggins Railway Company.

(See Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway Company.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

Lake Erie and Detroit River Railway Company.

Formerly "the Lake Erie, Essex and Detroit Railway Company," name changed by Dominion Act, 54-55 Vic., ch. 88 (1891).

(See No. 241.)

This company under its old name, received a subsidy amounting to \$118,400, of which particulars will be found in the annual report for the year 1889-90.

By the Act 56 Vic., ch. 50, confirmation was given to an agreement for the amalgamation of the two companies named.

By the Act 55-56 Vic., ch. 5 (1892), authority was given for the grant of a subsidy to this company to the extent of \$224,000 for 58 miles of railway from Cedar Creek to Ridgetown in lieu of previous subsidies.

On the 20th of December, 1892, a contract was entered into with the company for work under the above subsidy, covering the whole distance, 58 miles. the road to be completed by the 1st of December, 1894.

No payments have been made up to the 31st of December, 1893.

L'Assomption Railway Company.

(See Annual Report of 1886-87.)

Leamington and St. Clair Railway Company.

(See Annual Report of 1888-89.)

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278 and 282.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the Ottawa River. The limit of the amount was \$25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

In conformity with an express provision to that effect in clause 2 of the Act 49 Vic., ch. 10, letters patent were issued under an Order in Council of the 20th of July, 1886, published in the *Canada Gazette* of the 24th, granting a charter for the construction of this railway to the "Lake Temiscamingue Colonization Railway Company."

By the Subsidy Act 49 Vic., ch. 10, a further subsidy of \$6,000 was authorized for the building of wharfs and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of \$31,600.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy to the extent of \$33,600 was authorized for 10½ miles of this company's line from Long Sault to Lake Kippewa. The contract for this subsidy was entered into on the 27th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authorized, not exceeding \$48,000, for 15 miles, from Mattawa station, C.P.R., towards the Long Sault, or *vice versa*.

By the Act 53 Vic., ch. 2 (1890), a subsidy was authorized, not exceeding \$64,000, for 20 miles from the northern end of the line subsidized by 52 Vic., ch. 3.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the above named subsidies of 1889 and 1890, a subsidy was authorized to this company not exceeding \$112,000 for 35 miles of their railway from Mattawa to the Long Sault.

By the same Act a subsidy was granted to the company, namely, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, and 15 per cent on the value of a wooden truss bridge over the Ottawa River, near Mattawa, not exceeding \$15,000, and not exceeding in all \$63,000.

Under date the 31st of August, 1893, a contract was entered into with the company for the construction of the section between Mattawa and the Long Sault Rapids under the subsidy granted in 1892. The location has been approved by an Order in Council of the 8th of September, 1893.

During the fiscal year 1888-89 the sum of \$26,360 was paid, making a total of \$52,760 paid to this company. No further payment has been made up to the 31st of December, 1893.

By the special Act 54-55 Vic., ch. 94 (1891), the company were empowered to convey or lease their road to the Canadian Pacific Railway Company, and also to extend the railway to the head of Lake Temiscamingue; the company's works to be completed by the 10th of July, 1896. The road is now controlled by the Canadian Pacific Railway Company.

Lotbinière and Megantic Railway Company.

(See No. 253.)

This company was incorporated by the Quebec Act 52 Vic., ch. 89 (1889), for the construction of a railway from some point at or near the parish church of St. Jean des Chaillons, in the county of Lotbinière, to a point at or near Glen Lloyd, in the county of Megantic.

By the subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy to the extent of \$48,000 was authorized for 15 miles of railway from a point at or near St. Jean des Chaillons towards Glen Lloyd.

On the 17th July, 1893, a contract was entered into with the company for the work so subsidized.

No payments have been made up to the 31st of December, 1893.

Montfort Colonization Railway Company.

(See No. 245 and 310.)

This company was incorporated by the Quebec Act 53 Vic., ch. 107 (1890), for the construction of a railway from a point on the Canadian Pacific Railway, or the Montreal and Occidental Railway either from Lachute, St. Jérôme or St. Sauveur, or near the same, to Montfort, and for the continuation of the road to a point on the Rivière Rouge, in the township of Arundel.

By the subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy to this company to the extent of \$67,200 was authorized for 21 miles of railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway to Montfort.

By the subsidy Act 56 Vic., ch. 2 (1893), this subsidy was revoked with an addition fixing the gauge at "three feet."

On the 16th of May, 1893, a contract was entered into with this company for the construction of 21 miles of railway from St. Sauveur to Montfort and westward, the road to be completed by the 1st of September, 1895.

No portion of the subsidy has been paid up to the 31st of December, 1893.

Montreal and Champlain Junction Railway Company.

(See Nos. 51, 125, 136 and 247.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized to be granted to this company for a line from Brosseau's to Dundee, not exceeding \$30,000. The work was completed and the subsidy was paid in the year 1885-86.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy, not exceeding \$64,000, was authorized to be granted to this company, and the contract was signed on the 25th of January, 1888, for a line from Fort Covington to Massena Springs.

By the Act of 51 Vic., ch. 3 (1888), a further subsidy of \$9,600 was authorized for 3 miles additional, making a total of \$73,600.

By the Act 55-56 Vic., ch. 5 (1892), the balance of \$15,100, remaining unpaid of the subsidies voted in 1887 and 1888, was revoked.

The line from Fort Covington to Massena Springs has been completed, and during the past fiscal year the sum of \$15,100 was paid, making the total payments \$103,600 up to the 31st of December, 1893.

Montreal and Lake Maskinongé Railway Company.

(See Annual Report for 1890-91.)

Montreal and Sorel Railway Company.

(See Nos. 47 and 210.)

By the Act 48-49 Vic., ch. 59, a subsidy not exceeding \$72,000 was authorized to be granted to this company for a line from St. Lambert to Sorel. Under an Order in Council of the 2nd of October, 1885, a contract was made with the company on the 14th, and under the authority of Orders in Council, the last dated the 10th of November, 1886, payments have been made, amounting in all to \$69,922, the road, 44.67 miles long, having been completed, with the exception of a small quantity of work, to secure the finishing of which \$1,550 was retained. No further payment was made, and the said balance lapsed on the 1st of August, 1889.

By the Act 53 Vic., ch. 2 (1890), the sum of \$40,000 was granted for the repair of this road. The work was undertaken by the Great Eastern Railway Company, and is being carried out under requirements laid down by this department, and the inspection of its engineers. During the fiscal year 1890-91 there was paid from this subsidy the sum of \$17,116.07, making the total payments on that account \$23,835.57, and the total payments to the company, \$93,757.57. No further payments have been made up to the 31st of December, 1893.

Montreal and Western Railway Company.

(See Nos. 78 and 206.)

By the Subsidy Act of 1886, 49 Vic., ch. 10, authority was given for the grant of a subsidy in lieu of previous subsidies to the Montreal and Western Railway Company for 70 miles of their railway from St. Jérôme north-westerly towards Le Désert, Que., the amount being \$5,151 per mile, not exceeding in the whole \$361,270.

For this subsidy another for the same amount was substituted by the Act 53 Vic., ch. 2 (1890), special authority being given for payment in named sections less than 10 miles in length.

Under authorization of an Order in Council dated the 4th of June, 1888, a contract was made with the company for the work on the 6th. The whole of the railway for the 70 miles subsidized, from St. Jérôme to a point 3 miles beyond La Chute and Iroquois has been completed. During the past fiscal year payments were made to the extent of \$133,388, and subsequently the further sum of \$106,350, the total amount paid to this company up to the 31st of December, 1893, being \$348,134.

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company.)

(Name changed by 53 Vic., ch. 58.)

(See Nos. 97, 186 and 237.)

By the Railway Subsidy Act of 1887, 50-51 Vic., ch. 24, the grant of a subsidy to the above company was authorized for 30 miles of their railway from Vaudreuil towards Hawkesbury, the extent of such subsidy being \$96,000.

A contract was made with the company on the 11th of February, 1889, for the distance named, starting from the Grand Trunk Railway at Vaudreuil. The date for completion was fixed as the 1st of August, 1891.

The company, on the 4th of October, 1890, were authorized to open the portion of their road between Vaudreuil and Rigaud, 16 miles, for public traffic.

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa, \$96,000, was authorized. A draft contract covering this subsidy was approved by an Order in Council on the 21st of September, 1891, but has not yet been signed.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$46,040, of the subsidy granted in 1887, was revoked.

In September, 1892, after inspection, permission was given to open for traffic the portion of the road between Vaudreuil and Pointe Fortune, 23½ miles.

Nothing was paid from the subsidy to this company during the fiscal year, but subsequently the sum of \$23,640 was paid, making the total \$73,600 up to the 31st of December, 1893. This railway has been leased in perpetuity to the Canadian Pacific Railway Company.

Napance, Tamworth and Quebec Railway Company.

(Name changed to the **Kingston, Napance and Western Railway Company** by the Act 53 Vic., ch. 62.)

(See Nos. 13, 27, 57, 94, 107, 166, 256 and 273.)

In 1883 Parliament authorized a subsidy of \$89,600 to this company, covering their road from Napance to Tamworth.

A contract, dated the 31st of December, 1883, was entered into with the company for this work, and upon completion, inspection and approval of the road the subsidy was all paid under Orders in Council, the last dated the 28th of July, 1884.

In the session of that year Parliament authorized the grant of a further subsidy, not exceeding \$3,200 a mile, or a total of \$70,406, for an extension of this company's road from Tamworth to Bogart and Bridgewater. In 1885, however, in substitution

For this subsidy, Parliament authorized the grant to the company of a subsidy of \$70,000 for a line "from Tamworth towards Bogart and Bridgewater, 16 miles." This, again, was cancelled by the Act 49 Vic., ch. 10 (1886), a subsidy of \$70,000 being granted to the company for 18 miles of their railway from Tamworth to Tweed.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy to this company, not exceeding \$12,800, was authorized for 4 miles of their road to Tweed.

Under date the 25th of July, 1888, an Order in Council authorized entry into contract, and approved the location plans from Tamworth to Tweed, 20 miles. The contract was signed on the 31st of July, 1888, covering both subsidies.

By the Act 52 Vic., ch. 3 (1889), the grant of a further subsidy to this company was authorized for 7 miles of their railway from Yarker to Harrowsmith, and also a grant to a company for 3 miles of railway from Harrowsmith to Sydenham, the total being \$32,000. Under date the 4th of September, 1889, the company were admitted to contract for 3 miles, and under date the 26th December, for the distance of 6½ miles, from a point near Yarker to or near Harrowsmith.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidy granted by the above Act for 3 miles, a subsidy not exceeding \$9,600 was granted for 3 miles from a point at or near Harrowsmith to a point at or near Sydenham. A contract was made with the company for this work on the 18th of September, 1893.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy not exceeding \$64,000 was granted to this company for 20 miles of their railway, being for branches to be built to certain iron deposits, a contract was made with the company for one of these branches on the 11th of December, 1893, the distance being 1,175 miles. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith, and from Harrowsmith to Sydenham in November, 1893. During the past fiscal year there has been paid the sum of \$1,856, and subsequently the further sum of \$9,600, making the total payments up to the 31st of December, 1893, \$204,400.

New Brunswick and Prince Edward Island Railway Company.

(See Annual Report for 1888-89.)

New Glasgow Iron, Coal and Railway Company.

(See No. 268.)

By the Subsidy Act 55-56 Vic., ch. 5, the grant of assistance to the above company for 12½ miles of railway from Eureka Junction on the Intercolonial Railway, to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, was authorized, the limit of aid being \$40,000.

Under date the 23rd of November, 1892, the company were admitted to contract for this work under subsidy, the date for completion being fixed as the 1st of December, 1894.

During the past fiscal year the sum of \$32,945.84 was paid, and subsequently the further sum of \$5,454.16, making the total payments up to the 31st of December, 1893, \$38,400.

Northern and Pacific Junction Railway Company.

(See Annual Report of 1890-91.)

Northern and Western Railway Company.

(See Annual Report of 1889-90.)

Nova Scotia Central Railway Company.

(See Nos. 129, 135 and 307.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent not exceeding \$108,800. Under an Order in Council of the 16th September, 1887, the company were admitted to contract on the 17th of October, 1887, the works to be executed being a line of railway from Lunenburg, on the east coast of Nova Scotia, westward, to a point in the district of New Germany, together with a spur, about $\frac{3}{4}$ mile long, to Bridgewater railway wharf, the whole to be completed by the 31st of December, 1889.

By the Act 51 Vic., ch. 3 (1888), the grant of further subsidy, not exceeding \$147,200, was authorized for 46 miles of the company's railway, and under an Order in Council of the 9th October, 1888, a contract, dated the 15th of October, 1888, was executed, covering a line of railway $39\frac{1}{2}$ miles, starting from a point $33\frac{1}{2}$ miles from Lunenburg, and running to Middleton, on the Windsor and Annapolis Railway; the work to be completed by the 31st of December, 1890.

By the Subsidy Act, 56 Vic., ch. 2 (1893), the unpaid balance, \$4,500, was revoked. Up to the close of the fiscal year 1891-92, the total payments to this company amounted to \$230,700, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of $73\frac{1}{2}$ miles; no further payment has been made up to the 31st of December, 1893.

Nova Scotia Southern Railway Company.

(See Nos. 207 and 272.)

This company was incorporated by the Nova Scotia Act 51 Vic., ch. 82, as the "Annapolis and Atlantic Railway Company." The name was changed as above by the Act, 56 Vic., ch. 65.

By the Dominion Subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy (taking the place of one previously granted), was authorized for 75 miles of railway from Sand Point, Shelburne Harbour, N. S., to Annapolis Royal, and to a point of junction with the Nova Scotia Central Railway, at or near New Germany, the subsidy limit being \$240,000.

The above company having applied, authority has been given by an Order in Council of the 20th of December, 1893, for entry into contract with them for the work, subject to the provision that satisfactory plans and profiles of the road must be furnished by the 1st of July, 1894.

Ontario and Pacific Railway Company.

(See Nos. 31, 115, 150 and 288.)

By the Act 47 Vic., ch. 8 (1884), the grant of a subsidy to the Ontario and Pacific Railway Company was authorized, namely, to the extent of \$262,400, on an estimated distance of 82 miles, for a line from Cornwall to Perth, and on the 27th of July, 1886,

a contract was made with the company, under the authority of an Order in Council of the first day of that month, for the construction of such line, *via* Newington, Chrysler, Manotic and Franktown, the road to be completed by the first of July, 1888. This subsidy lapsed on the 1st July, 1888.

By the Act 50-51 Vic., chap. 24, a further subsidy of \$19,200 for a further distance of 6 miles was granted.

By the Act 52 Vic., chap. 3 (1889), a subsidy not exceeding \$172,400 was authorized to this company for a line from Cornwall to Ottawa, but no contract was entered into for the work.

By the Subsidy Act of 1892, 55-56 Vic., ch. 5, the subsidy granted in 1889 was revoked, the length being set down as $53\frac{27}{100}$ miles.

No portion of these subsidies has been paid up to the 31st of December, 1893.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

Ontario, Belmont and Western Railway Company.

(See No. 246.)

This company was incorporated by the Ontario Act 54 Vic., ch. 90 (1891), for the construction of a railway from the Midland Railway of Canada at either Hastings or Campbellford to some point on the Central Ontario Railway within the township of Marmora, county of Hastings.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy to this company to the extent of \$32,000, was authorized for 10 miles of railway from the Belmont iron mines to the Canadian Pacific and the Central Ontario Railway.

On the 9th of March, 1893, a contract was entered into with the company for this work, namely, from the Belmont mines to the junction of the two railways named, the road to be completed by the 1st of August, 1896.

No portion of this subsidy has been paid up to the 31st of December, 1893.

Orford Mountain Railway Company.

(See No. 228.)

By the Subsidy Act 53 Vic., ch. 2, the grant of a subsidy limited to \$99,200 was authorized in favour of the above company, for 31 miles of their railway between Eastman and Kingsbury, Que., and on the 16th of December, 1891, the company were admitted to contract for the work for a distance of 10 miles, namely, from Eastman to Lawrenceville. The work was completed and the subsidy paid in 1892.

By an Order in Council dated the 20th June, 1892, authority was given for entry into contract with the company for the balance of the work, $16\frac{1}{2}$ miles, between Lawrenceville and Kingsbury, and such contract was signed on the 10th of September, 1892.

The road between Lawrenceville and Kingsbury has been completed, and in August, 1893, the subsidy applicable, \$52,800, was paid, making the total payments to this company \$84,800.

Ottawa, Arnprior and Parry Sound Railway Company.

(See Nos. 92, 134, 199, 242, 276 and 277.)

This company was formed by the amalgamation, under the Act 54-55 Vic., ch. 93, of the Ottawa and Parry Sound Railway Company, incorporated by the Acts 51 Vic., ch. 65, and the Ottawa, Arnprior and Renfrew Railway Company, incorporated by the Act 51 Vic., ch. 71. The company has powers to build a line of railway from the city of Ottawa through Arnprior, Renfrew, Eganville and Killaloe, to a point on the Georgian Bay at or near the village of Parry Sound.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), there were granted to this company the following subsidies (in lieu of subsidies previously granted, but not utilized) :—

- (a.) For 22 miles of railway from a point on the Canadian Pacific Railway to Eganville, a subsidy limited to \$70,400.
- (b.) For 30 miles of railway from Eganville to Barry's Bay, a subsidy limited to \$96,000.
- (c.) For 55 miles of railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy limited to \$6,400 a mile on the first half of that division and to \$3,200 a mile on the second half, not exceeding in the whole \$264,000.

The first two subsidies were covered by a contract dated the 29th of September, 1892 ; the starting point on the Canadian Pacific Railway being Renfrew, and the date for completion being fixed as the 1st of August, 1896.

The third subsidy, from Barry's Bay towards the Northern Pacific Junction Railway, was covered by a contract with the company dated the 8th of November, 1892 : the date for completion being fixed as the 1st of November, 1894.

The location plans have been approved for the whole distance covered by the three subsidies.

The sections between Ottawa and Renfrew have been completed, and authority was given in September and December, 1893, to open them for traffic.

No portion of the subsidies has been paid up to the 31st December, 1893.

Ottawa and Gatineau Valley Railway Company.

(See Nos. 8, 26, 58, 151 and 305.)

By the Act 48-49 Vic., chap. 29 (1885), the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous years), namely, for a line of railway from Hull station towards the village of Le Désert, 62 miles, the amount being \$320,000. The subsidy having lapsed, it was revoked by the Act 52 Vic., ch. 3 (1889).

Under authority of an Order in Council of the 10th of July, 1889, a contract with the company for the work in question, 62 miles, was signed on the 19th of August.

By the Subsidy Act 56 Vic., ch. 2, 1893, the unpaid balance, \$89,248, was revoked.

During the past fiscal year, there has been paid to the company the sum of \$104,380, and subsequently the sum of \$53,376, making the total payments up to the 31st December, 1893, \$284,128.

The opening of the road for traffic up to the 54th mile from Hull has been authorized.

Oshawa Railway and Navigation Company.

(Name changed to "The Oshawa Railway Company," by 54-55 Vic., ch. 91.)

(See Nos. 112, 233 and 314.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy the extent of \$22,400 was authorized for seven miles of this company's railway, extending from Port Oshawa towards Raglan; they were admitted to contract on the 20th July, 1889. This subsidy was renewed by the Act 54-55 Vic., ch. 8, and by the Act 56 Vic., ch. 2, 1893, it was revoked in such form as to admit of payment on completion of named sections.

By the special Act 54-55 Vic., ch. 91, the corporate powers of the company were revived, and its name was changed as above.

No portion of the subsidy has been paid up to the 31st of December, 1893.

Parry Sound Colonization Railway Company.

(See Nos. 153 and 312.)

By the Subsidy Act of 1889, 52 Vic., ch. 3, authority was given for the grant of a subsidy to this company, not exceeding \$128,000, for 40 miles of railway from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway.

On the 21st of July, 1890, the company were admitted to contract accordingly, the line to run from the village of Parry Sound through the townships of Foley, Christie, Monteith, McMurrick and Parry, joining the line of the Northern and Pacific Railway at Scotia, or a point about two miles from Elmsdale station. The date for completion has been extended to the 1st of August, 1897. The location for 50 miles has been approved by Order in Council, covering the distance between the Northern Pacific Junction Railway and Parry Sound.

By the Act 56 Vic., ch. 2 (1893), the unpaid balance of subsidy, \$97,600, was revoked.

During the past fiscal year payments were made to the extent of \$28,820, making the total payments up to the 31st of December, 1893, \$59,220.

Philipsburg Junction Railway and Quarry Company.

(See No. 255.)

This company was incorporated by the Quebec Act 51-52 Vic., ch. 107 (1888), for the construction of a railway from Philipsburg to Stanbridge.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy to the extent of \$21,600 was authorized for a railway between the points named, $6\frac{7}{16}$ miles.

On the 27th of February, 1893, a contract was entered into with the company for this work, the distance being set down as $6\frac{3}{4}$ miles, the road to be completed by the 1st of March, 1894.

No payments were made during the fiscal year, but subsequently the sum of \$18,688 has been paid up to the 31st of December, 1893.

Port Arthur, Duluth and Western Railway Company.

(Formerly the "Thunder Bay Colonization Railway Company.")

(See Nos. 139, 195 and 291.)

This company was originally incorporated as the "Thunder Bay Colonization Railway Company." It was declared to be a body corporate under its present name by the Dominion Act 51 Vic., ch. 84, which authorized it to receive all grants voted to the previous company.

By the Subsidy Act 51 Vic., ch. 3 (1888), the grant of a subsidy to the extent of \$271,200 was authorized in favour of the above company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, a point on the international boundary line; this being in place of subsidies previously granted for the construction of a railway from Murillo station to Crooked Lake.

A contract was entered into with the company on the 24th of December, 1889. The location of the entire line has been approved.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$16,000 was authorized for a branch, 5 miles long, to the Kakabeka Falls.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the unpaid balance, \$114,125, of the subsidy voted in 1888, was revoted, and this amount was paid during the past fiscal year, making the total payments to the company \$271,200.

The road has been completed from Port Arthur to the boundary line and its opening for traffic authorized in June, 1893.

Pontiac and Renfrew Railway Company.

(See Annual Report of 1889-90.)

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 137 and 211.)

This line was subsidized by Parliament in 1884, 49 Vic., ch. 8, to the extent of \$3,200 a mile, not exceeding \$272,000.

Under authority of an Order in Council dated the 12th of December, 1884, a contract, dated the 22nd of that month, was made with this company for the building of the line subsidized, namely, from Aylmer, Que., to Pembroke, crossing the River Ottawa at a point "not east of Lapasse"; the first twenty-seven miles to be completed by the 1st September, 1885 (extended to 15th of December by Order in Council of the 13th of August, 1885), the second twenty-seven miles by the 1st of July, 1886, and the whole road, estimated at eighty-five miles west of Aylmer, by the 1st of July, 1887.

By the Act 51 Vic., ch. 3 (1888), a subsidy to this company of \$31,500 was authorized for the bridging of the River Ottawa at Culbute; also a subsidy of \$9,600 for 3 miles of their railway from a point 3 miles east of Pembroke to Pembroke, provided that the entire work subsidized on this railway be completed within four years from the 22nd of May, 1888. No contract has been entered into for the work contemplated by this Act.

By the 5th clause of the Act 52 Vic., ch. 3, it was specially provided that the several subsidies in aid of this railway should be extended to the 22nd of May, 1892.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$24,000 was authorized for 7½ miles of this railway, between Hull and Aylmer.

By the Act 53 Vic., ch. 68 (1890), the time for completion of the railway to the town of Pembroke, and of the bridge over the River Ottawa, at or near the city of Ottawa, which the company were empowered to construct by the Act 45 Vic., ch. 69, was extended to the 22nd of May, 1892. The same Act gave the company power to extend their line from the said bridge to the canal basin in the city of Ottawa.

The Act 53 Vic., ch. 69 (1890), gave to this company power to purchase from the Canadian Pacific Railway Company the section between Hull and Aylmer, or any part thereof.

By the Subsidy Act 55-56 Vic., ch. 5, clause 4 (1892), the balance unpaid of the subsidy voted in 1884 was revoked.

The road is open from Ottawa to Fort Coulonge, 68 miles.

Up to the close of the fiscal year 1887-88, a total of \$174,828 had been paid out of the subsidy voted in 1884. No further payments have been made up to the 31st of December, 1893.

Quebec Central Railway Company.

(See Nos. 22, 142 and 219.)

This company was subsidized in 1884, to the extent of \$211,200, in aid of the construction of 66 miles of their railway from Beauce Junction to the international boundary.

Under the authority of an Order in Council, dated the 2nd of August, 1884, a contract was made with the company on that date for the construction of a line from Beauce Junction on their trunk line, thence up the valley of the River Chaudière to the frontier, the line to be completed by the 2nd of February, 1888.

The location of the first 23 miles was approved of by an Order in Council of the 8th of May, 1885. The amount of the subsidy paid up to the end of the fiscal year 1885-86, under an Order in Council of the 14th of August, 1885, was \$60,342, covering 15½ miles of road inspected, starting from Beauce Junction.

In lieu of the balance of this subsidy, which lapsed on the 1st of July, 1888, authority was given by the Act 51 Vic., ch. 3 (1888), for the grant of a subsidy to this company of \$21,191.54 a year, for 20 years, equivalent to a cash grant of \$288,000 for a line of railway from St. Francis station to a point on the Atlantic and North-west Railway, near Moose River, 90 miles. No contract was made for this work,

By the Act 53 Vic., ch. 2 (1890), in lieu of the subsidy so granted, the company may receive the same amount for a similar term of years, or a guarantee of interest on bonds for a like sum, for 90 miles of their railway from St. Francis station on their line to a point on the Atlantic and North-western Railway near Moose River, or from a point on their line between the Chaudière River and Tring station to a point on the International Railway at or near Lake Megantic; the first annual payment to be made at the end of twelve months from the date of the certificate of completion. A contract was entered into for this subsidy on the 30th of June, 1892, the work to be completed by the 1st of July, 1894. There has been no further payment beyond the \$60,342 made in 1885-86, up to the 31st of December, 1893.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 49, 82, 126, 140, 177, 220, 232 and 300.)

By the Subsidy Act of 1882 a subsidy of \$384,000 was granted for a line from St. Raymond to Lake St. John. By the Act of 1883, the Quebec and Lake St. John Railway Company, engaged in the work of constructing this line, were permitted to receive a further subsidy of \$80,000. By the Act of 1885 a subsidy of \$96,000 was authorized for a line extending from the point of their junction with the North Shore Railway (4 miles from Quebec) up to St. Raymond (36 miles from Quebec), conditionally upon the construction of their line to a point 50 miles north of St. Raymond; and by the Act of 1886 a subsidy was authorized, not exceeding \$186,295, for the portion, 95 miles, extending from the point 50 miles north of St. Raymond to Lake St. John.

By the Act 50-51 Vic., ch. 24 (1887), an additional subsidy not exceeding \$28,500 was authorized for a distance of 9 miles, the distance which previous subsidies granted were short of covering from the city of Quebec to Lake St. John. By this Act authority was given for payment up to the 23rd of June, 1888 (under the usual conditions) of balances available from the subsidies granted in 1882 and 1883. The aggregate of the subsidies granted to this company for the whole distance from Quebec to Lake St. John was \$775,095, the number of miles subsidized being 186.

An agreement was duly entered into on the 4th of September, 1883, in respect of the two subsidies first named, under which this line was to be completed by the 25th of May, 1887, the portion up to Lake Edward to be completed by the 31st of December, 1885; and on the 10th of February, 1886, an agreement was signed covering the third subsidy, namely, that of 1885. For the subsidies granted in 1886 and 1887, no further contracts were required, these subsidies being applicable to works embraced in the previous contracts.

The road is in operation up to Roberval, on Lake St. John, 190 miles from Quebec.

By the Act 51 Vic., ch. 3, a subsidy to the extent of \$96,000, previously granted to the Saguenay and Lake St. John Railway Company for 30 miles of their railway from Lake St. John towards Chicoutimi, was transferred to this company, and under authority of an Order in Council of the 17th of November, 1888, a contract was made with them on the 5th of December for this work, which starts from Chambord Junction, near Lake St. John, on the main line; the work to be completed by the 1st of August, 1890. The location for these 30 miles has been approved by an Order in Council of the 17th of November, 1888.

By the Act 52 Vic., ch. 3 (1889), a further subsidy of \$64,000 was granted for an additional 20 miles, making the total subsidy for this branch \$160,000. Under date the 17th October, 1892, a contract has been entered into with the company for this work.

By the Act 53 Vic., ch. 2 (1890) a subsidy to this company to an extent not exceeding \$30,000, was authorized for a railway bridge over the River St. Charles; also a subsidy, limited to \$38,400, for 12 miles of railway from Lorette *via* Charlesbourg to Quebec. Under date the 2nd of December, 1890, both these subsidies were covered by one contract, the work to be completed by the 1st of October, 1891.

By the Act 54-55 Vic., ch. 8, there was expressly voted the difference, \$5,250, between the \$30,000 mentioned in the above subsidy for the St. Charles bridge and the amount actually paid the company.

By the Act 55-56 Vic., ch. 5, clause 5 (1892), authority was given for the payment of the unpaid balance of the subsidy granted in 1889, and also for the payment of the unpaid balance, \$12,800, of the subsidy granted in 1887. This last, representing 4 miles of railway built towards Roberval, was covered by a contract made on the 17th of October, 1892.

By the Subsidy Act 56 Vic., ch. 2 (1893), the unpaid balance, \$81,040, of the subsidy granted by 51 Vic., ch. 3, was revoked.

During the past fiscal year there has been paid the sum of \$76,471.77, making the total payments up to the 30th of June, 1893, for both main line and branches, including the first 50 miles of the Chicoutimi branch, \$921,399.50. Since that date there has been paid the further sum of \$81,600, making the total payments to the company up to 31st of December, 1893, \$1,002,999.50.

Quebec, Montmorency and Charlevoix Railway Company.

(See Nos. 164 and 304.)

By the Subsidy Act 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of \$96,000 to the above company was authorized for 30 miles of their railway from the east bank of the River St. Charles to or near to Cape Tourmente, Que.

A contract was entered into with the company on the 14th of November, 1889, for this work, from Hedleyville to St. Joachim.

By the Subsidy Act 56 Vic., ch. 3 (1893), the unpaid balance, \$30,400, of the previous subsidy was revoked.

During the fiscal year 1889-90 the sum of \$65,600 was paid from this subsidy, the distance covered being 20½ miles, viz., from Quebec (the east side of the River St. Charles) to Ste. Anne. No further payments have been made up to the 31st of December, 1893.

The location plans for the whole distance have been approved.

Shuswap and Okanagan Railway Company.

(See No. 167.)

This company was incorporated by the Act 49 Vic., ch. 82 (1886), for the construction of a line of railway from a point on the Canadian Pacific Railway, at Sicamous Narrows, B.C., running up the left bank of the Shuswap River to a point near the north end of Lake Okanagan.

By 51 Vic., ch. 88 (1888), this Act was amended, and the company were allowed two years to commence and five to complete their main line.

By the Subsidy Act of 1889, a subsidy to the extent of \$163,200 was authorized for the said railway, the estimated distance being 51 miles.

The contract for this work was signed on the 11th of February, 1890, the date for completion being fixed as the 4th May, 1893. The road is completed.

During the fiscal year 1891-92 the sum of \$162,260 was paid to the company, no further payment has been made up to the 31st December, 1893.

By the special Act 54-55 Vic., ch. 72 (1891), an agreement for the lease of the road to the Canadian Pacific Railway Company, when completed, for a term of 25 years, was approved and ratified, and powers were given to extend the line to a point on the international boundary at or near Lake Osooyos.

South Norfolk Railway Company.

(See Annual Report of 1888-89.)

St. Catharines and Niagara Central Railway Company.

(See Nos. 96, 176, 190 and 265).

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$38,400 to the above company was authorized for 12 miles of their railway from St. Catharines to the bridge over the River Niagara.

The company were admitted to contract on the 5th of March, 1888, under an Order in Council of the 12th of April, the location being approved by an Order of the same date.

On the 20th of December, 1888, the road having been built and inspected, the company were permitted to open it for traffic. The sum of \$26,640 was paid to the company in the fiscal year 1888-89.

By the Act 52 Vic., ch. 3 (1889), a subsidy for 20 miles of this road was authorized, limited to \$64,000, and on the 1st of August, 1890, the contract was signed, the extension being from their present terminus at St. Catharines towards Hamilton.

By the Act 53 Vic., ch. 7 (1890), a subsidy limited to \$44,800 was authorized for a further distance of 14 miles.

By the Act 50-56 Vic., ch. 5 (1892), in lieu of the subsidies granted in 1889 and 1890, there was granted an annual subsidy for 20 years calculated on the basis of 3½ per cent of the amount, not to exceed \$108,000, granted for the 34 miles in question: payment of the first half-yearly instalment to be made 6 months after the date of the Chief Engineer's certificate of completion.

During the fiscal year 1890-91, the sum of \$11,760 was paid to this company, covering the distance, 12 miles, between St. Catharines and Niagara River. No further payments have been made up to the 31st of December, 1893.

The payments made to this company aggregate \$38,400.

St. Clair Frontier Tunnel Company.

(See annual reports of 1890-91 and 1891-92.)

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90, 118, 225 and 274.)

By the Act 49 Vic., ch. 10 (1886), a subsidy of \$70,400 was authorized for 22 miles of railway, from Fredericton to Prince William, New Brunswick, and by the Act 50-51 Vic., ch. 24, a subsidy of \$70,400 was authorized, in favour of the St. John Valley and Rivière du Loup Railway Company, for 22 miles of railway from Prince William towards Woodstock.

The company having applied for both subsidies, they were admitted to contract on the 26th of June, 1888, under an Order in Council of the 21st of May, the time for completion being fixed as the 31st of July, 1890. This covers both subsidies, aggregating \$140,800. The location plans were approved by an Order in Council of the 23rd May, 1888, covering the distance, 44 miles, from Fredericton to Woodstock.

By the Act 53 Vic., ch. 2 (1890), both the above subsidies were, in effect, revoked.

By the Act 55-56 Vic., ch. 5, a subsidy limited to \$48,000 was authorized for 15 miles of railway extending from the north end of the line subsidized by 53 Vic., ch. 2.

Up to the 31st of December, 1893, no payments have been made.

Stewiacke Valley and Lansdowne Railway Company.

(See Nos. 87, 232, 254 and 258.)

By the Act 49 Vic., ch. 18 (1886), a subsidy was authorized for a railway from a point on the Intercolonial Railway through the Stewiacke Valley, affording communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, 25 miles, the extent of aid not exceeding \$80,000. The Stewiacke Valley and Lansdowne Railway Company having applied for this subsidy, a contract was made with them on the 17th of December, 1886, the line to be completed by the 1st of December, 1889.

By the Act 53 Vic., ch. 2 (1890), the above subsidy was, in effect, revoked, and the old contract having been cancelled, a new contract with this company was entered into on the 30th of August, 1890. Completion was called for by the 1st of September, 1892.

By the Act 55-56 Vic., ch. 5 (1892), the same subsidy was, in effect, revoked.

By the Act 52 Vic., ch. 3 (1889), a subsidy was granted for a railway from Truro or a point between Truro and Stewiacke to Newport or Windsor, 49 miles, the limit being \$156,800. A contract was made with this company on the 30th of August, 1890, for the work; the line to run from Brockville station, on the Intercolonial, to Newport station, on the Windsor Branch Railway; the line to be completed by the 1st of September, 1893.

By the Act 55-56 Vic., ch. 5 (1892), this subsidy was, in effect, revoked.

The location plans have been approved for this distance.

No portion of any of the above subsidies has been paid up to the 31st of December, 1893.

St. Lawrence and Adirondack Railway Company.

(See No. 218 and 293.)

By the Subsidy Act 53 Vic., ch. 2 (1890), a subsidy not exceeding \$57,600 was granted to the above company for 18 miles of their railway from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway.

On the 29th of April, 1891, a contract was entered into with the company for this work, the time for completion being fixed as the 1st July, 1893.

In December, 1891, the road was inspected and reported as complete—the actual distance being 12.58 miles. During the past fiscal year there has been paid to the company the sum of \$40,256, being the amount applicable to the actual distance of the road.

By the Subsidy Act 55-56 Vic., ch. 5, a subsidy not exceeding \$25,024 was granted to the company for $5\frac{1}{2}$ miles, from Huntingdon towards the international boundary, and for a further distance of $2\frac{1}{2}$ miles. During the past fiscal year there has been paid to the company the sum of \$24,448, and subsequently the further sum of \$297.60

as the balance due, making the total payments up to the 31st of December, 1890 \$65,001.60, covering the whole distance, $20\frac{31\frac{1}{2}}{1000}$ miles, from the junction with the Canada Atlantic Railway near Valleyfield, to the international boundary, which is now completed.

This road connects the Canada Atlantic Railway at Valleyfield with the Montreal and Champlain Junction Railway at Huntingdon.

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(Named changed to "THE LAURENTIAN RAILWAY COMPANY" by *Provincial Act 51-52 Vic. ch. 108*).

(See Annual Report for 1891-92.)

St. Louis and Richibucto Railway Company.

(See Annual Report of 1884-85.)

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Nos. 3, 62, 127, 141, 226 and 279.)

Towards the construction of a line from Rivière du Loup or Rivière Ouelle, or from some point between them, to Edmundston, Parliament, in 1882, voted a subsidy of \$240,000, and by the Act 48-49 Vic, ch. 58, a further subsidy, not exceeding \$258,000, was voted for the same work, making a total subsidy of \$498,000.

Under express provisions of this Act a charter was granted by Orders in Council of the 3rd and 7th of October, 1885, to certain persons constituting "The Témiscouata Railway Company," their object being to build the said road; and such charter, being published in the *Canada Gazette* of the 10th of that month, has force and effect as if an Act of Parliament. This charter was subsequently confirmed and amended by the special Act 50-51 Vic., ch. 71 (1887). Under the said charter the company have power to construct a road from the Intercolonial Railway at Rivière du Loup to Edmundston. On the 21st June, 1886, a contract was duly entered into with the company for the work subsidized, the whole to be completed by the 1st of August, 1889. The location of the road, $80\frac{1}{2}$ miles, *via* Lake Témiscouata and the River Madawaska, was approved by an Order in Council of the 30th of September, 1886.

On the 22nd of November, 1888, the company were permitted to open the road for traffic.

By the Act 51 Vic., ch. 3 (1888), a subsidy of \$100,000 was granted to this company for 20 miles of their branch railway from Edmundston towards the River St. Francis, in lieu of a subsidy granted the previous year.

The company having applied to be admitted to contract, authority was given by an Order in Council passed on the 31st of December, 1888, which also approved of the location; and the contract was signed on the 22nd of January, 1889.

By the Act of 1890, 53 Vic., ch. 2, a subsidy to the limit of \$51,200 was authorized for a further distance of 16 miles. A contract under this subsidy was made with the company on the 20th of October, 1891, covering the distance, 12 miles, between Clair's siding and Connor's station. The branch up to this point, $31\frac{1}{2}$ miles, has been completed.

By the Act 55-56 Vic., ch. 5 (1892), an additional subsidy of \$1,800 a mile, limited to \$21,600, was granted for the first 12 miles of the section subsidized by the Act 53 Vic., ch. 2.

During the past fiscal year there has been paid the sum of \$21,150, making the total payments up to the 31st of December, 1893, \$645,950.

Thousand Islands Railway Company.

(See Nos. 182 and 269.)

By the Subsidy Act 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of \$54,400 to the above company, for 4 miles of their railway from a point near the River St. Lawrence, in the village of Gananoque Junction, on the Grand Trunk Railway, and for thirteen miles of their railway from Gananoque Junction to a point of junction with the Brockville, Westport and Sault Ste. Marie Railway, was authorized.

A contract was made with the company for this work on the 24th of October 1889, the 4-mile section to be built by the 1st of July, 1890, and the 13-mile section by the 1st of August, 1893. In the fiscal year 1889-90, the sum of \$10,400 was paid for the section, 3½ miles, from Gananoque to the Grand Trunk Railway, completed.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the unpaid balance, \$44,000, of the above subsidy, there were granted railway subsidies for the extension of the railway, one, the northern, to connect with the Brockville, Newport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, for which the limit is \$30,000; the other, the southern, and across the mouth of Gananoque River, for which the limit is \$14,000.

Under date the 30th of November, 1892, a contract was entered with the company for this work; the date for completion being fixed as the 1st of August, 1896.

No payments were made during the past fiscal year, but subsequently the sum of \$14,000 was paid, making the total up to the 31st of December, 1893, \$24,400.

Tobique Valley Railway Company.

(See Nos. 130, 227, 235 and 244.)

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy of the extent of \$89,600 for 14 miles of the railway of the above company from Perth Centre station, on the New Brunswick Railway, towards Plaister Rock Island, in lieu of a subsidy previously granted. A contract was made with the company for the work on the 4th of September, 1888. By the Act 54-55 Vic., ch. 8 (1891), this subsidy was, in effect, revoked, having elapsed.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$35,200 was authorized for a further distance of 11 miles.

By the Act 55-56 Vic., ch. 5 (1892) a subsidy limited to \$9,600 was granted for a further distance of 3 miles from the north end of the 11 miles subsidized in 1890.

Under date the 30th of November, 1892, a contract was entered into with the company for the work covered by these two subsidies.

The first section of 14 miles was completed in December, 1891.

During the past fiscal year there was paid the sum of \$41,674.46, and subsequently the further sum of \$19,341.54, making the total payments to the company up to the 31st of December, 1893, \$134,016.

Toronto, Grey and Bruce Railway Company.

(See Annual Report for 1887-88.)

United Counties Railway Company.

(See No. 297.)

This company was incorporated by the Quebec Act 46 Vic., ch. 90 (1883), for the construction of a railway from a point on the line of the Montreal, Portland and Boston Railway at Richelieu, to a point on the River Richelieu and the River St. Lawrence.

By the Subsidy Act 56 Vic., ch. 2 (1893), a subsidy to the extent of \$102,400 for 32 miles between Iberville and St. Hyacinthe and beyond towards Sorel, was authorized.

On the 19th of August, 1893, a contract was entered into with the company for this work.

No payments were made during the fiscal year, but subsequently the sum of \$59,277 was paid up to the 31st of December, 1893, for the section between St. Hyacinthe and Ste. Angèle, and the remaining distance from Ste. Angèle to Iberville has been inspected.

Vaudreuil and Prescott Railway Company.

(See *Montreal and Ottawa Railway Company.*)

Waterloo Junction Railway Company.

(See Annual Report for 1891-92.)

Western Counties Railway Company.

(Name changed to "**The Yarmouth and Annapolis Railway Company**" by 56 Vic., ch. 63.)

By the Act 50-51 Vic., ch. 25 (1887), assented to on the 23rd of June, 1887, confirmation was given to an agreement made by the Government with the Western Counties Railway Company on the 31st of January, 1887, contingent on such confirmation, the agreement itself being thereby, in some respects, modified, as expressed in a subsidiary agreement. Under the provisions of the said Act and agreements, covenants have been entered into which may be summarized as follows:—

The company agreed to withdraw a suit pending against the Crown in respect of the Windsor Branch Railway, releasing the Government from all claims, and also releasing to the Government all right and title to the branch. They also undertook to build and complete the railway between Annapolis and Digby, N.S., and to complete, equip and put in first class order the whole of the line from Yarmouth to Annapolis; also to settle all liens on their property, and their indebtedness. In order to the fulfilment of the above, they undertook to deposit with the Government the total proceeds of the sale of their debentures, &c., the issue of which was limited

to \$4,200,000. The Government, on its side, in consideration of these premises, undertook to pay to the company the sum of \$500,000, the amount to be credited to the company and added to the proceeds of the sale of the debentures, which proceeds the Government agreed to hold for the purpose, the whole to be applied, under certificate of the Government Chief Engineer and Order in Council, to the payment of interest on the debentures, &c., to be issued, to the building and completion of the railway above mentioned, and to the satisfaction of the company's existing obligations; the balance, if any, to be paid to the company. The dates to which the company were bound, as modified by the terms of the Act, were as follows:—

Work to be commenced by the 13th of July, 1887, and the railway between Annapolis and Digby to be completed by the 12th of September, 1888, the company to complete to the satisfaction of the Government, by the 12th of September, 1887, all arrangements for the settlement of its indebtedness. Provision was made, also, for the completion of the line between Annapolis and Digby by the Government, at its option, from the funds in its hands, in the event of failure on the part of the company to make commencement of work, to progress with the same, or to satisfy the Government as to the arrangement of the settlement of its indebtedness by the dates so fixed.

The company did not make deposit of moneys; nor did they take any practical steps to carry out the work contemplated. Under the circumstances, and in view of representations urging that the Government should itself undertake the work, a survey was made of the country between Digby and Annapolis, under instructions given in October, 1888.

By the special Act 52 Vic., ch. 8 (1889), authority was given for the construction of this link of railway out of the appropriation of \$500,000 granted by the Act 50-51 Vic., ch. 25. The work was, accordingly, taken in hand by the department, and completed. The company was placed in possession for operating purposes on the 27th of July, 1891. The total Government expenditure up to the 31st December, 1893, is \$616,979.89.

West Ontario Pacific Railway Company.

(Leased to the Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

Woodstock and Centreville Railway Company.

(See Nos. 131, 203, 266 and 281.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$64,000 was authorized for a railway from Woodstock towards Centreville, 20 miles.

The above railway company having applied and being approved, a contract was made with them on the 6th of May, 1889, for the distance named, the line to start from Upper Woodstock station, on the New Brunswick Railway, the work to be completed by the 1st October, 1890, the date being subsequently extended to the 1st of October, 1893.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$19,200 was authorized for a further distance of 6 miles to the international boundary.

By the Act 55-56 Vic., ch. 5 (1892), the subsidy granted in 1887 was in effect revoked.

By the same Act the subsidy granted in 1890 for the further distance to the boundary was in effect revoked.

Under an Order in Council of the 29th of August, 1892, a contract dated the 16th of September, 1892, has been made with the company, to construct the 26 miles so subsidized, the date for completion being fixed as the 1st January, 1894.

No portion of the subsidy has been paid up to the 31st of December, 1893.

LAND SUBSIDIES.

The following companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior :—

They are enumerated here because the engineering details have been dealt with by this department, the certificate of whose officer is required prior to handing over to the company concerned any part of the subsidy. (The numbers given refer to the special "land subsidies" list, Appendices, p. 261.)

Alberta and Athabasca Railway Company.

(Name changed by 52 Vic., ch. 65, to the "North-western Railway Company of Canada," which sec.)

Alberta Railway and Coal Company.

(Part leased to the Canadian Pacific Railway Company.)

(See Nos. 13 and 25.)

(See also "North-western Coal and Navigation Company," in Annual Report of 1891-92.)

This company was incorporated in 1889 by the Act 52 Vic., ch. 50 (amended by the Act 53 Vic., ch. 85), for the construction of a railway from a point on the North-western Coal and Navigation Company's line, at or near Lethbridge, southerly to the international boundary line; the Act giving them powers to acquire, by purchase or lease, the railway property and assets of that company.

By the Land Subsidy Act, 52 Vic., ch. 4, as amended by the Act 53 Vic., ch. 3, the grant of 6,400 acres per mile was authorized in favour of this company for the distance, set down as about 50 miles, from Lethbridge to the international boundary.

The road was built and inspected, and under date of the 8th of December, 1890, the company were authorized to open it for public traffic, the distance being 64.62 miles.

Under the terms of an agreement dated the 6th of January, 1890, the company purchased the property and interests of the North-western Coal and Navigation Company the purchase being confirmed by the Act 54-55 Vic., ch. 77, which vested the same absolutely in the Alberta Railway and Coal Company, as from the 4th of March, 1891.

By the Act 52 Vic., ch. 4, as amended by the Act 53 Vic., ch. 3 (1890), a grant of 2,600 acres of land in addition to the land subsidy granted to the North-western Coal and Navigation Company, by the Act 48-49 Vic., ch. 60, was authorized for

109½ miles of railway from Dunmore Station on the Canadian Pacific Railway to Lethbridge, on the condition that the gauge of the said railway be made standard width, and on the 3rd of July, 1893, a contract was entered into with the Alberta Railway and Coal Company for the work of changing the gauge from 3 feet to the standard gauge, 4 feet 8½ inches.

On the 20th of December, 1893, after inspection, this work was reported as completed according to contract.

By an Order in Council dated the 5th of July, 1893, approval was given to an agreement entered into between the company and the Canadian Pacific Railway Company for the lease of their said road between Dunmore and Lethbridge for a term ending on the 31st of December, 1897, with option of purchase.

Brandon and South-western Railway Company.

(See No. 19.)

By an Order in Council dated the 23rd of November, 1889, but subject to the approval of Parliament, and contingent on their obtaining an Act of incorporation from the Dominion, this company has been granted a subsidy of 6,400 acres per mile in aid of a railway from a point in Township 1, in either Range 23 or 24, west of the 1st Principal Meridian, to Deloraine, Manitoba, about 17 miles. This subsidy was confirmed by the Act 53 Vic., ch. 4. The company was incorporated under a provincial Act, but received a Dominion charter by the Act 53 Vic., ch. 86 (1890). Under the said Order in Council the subsidized section was to be completed and running by the 1st of May, 1891. Location plans and profiles have been approved by an Order in Council dated the 19th of February, 1892, showing the proposed line from a point of junction with the Souris Branch of the Canadian Pacific Railway to the Turtle Mountain coal fields.

Calgary and Edmonton Railway Company.

(Leased to the Canadian Pacific Railway Company.)

This company was incorporated by the Act 53 Vic., ch. 84 (1890), for the construction of a railway from the Canadian Pacific Railway at Calgary northward to Edmonton, and southward to the international boundary, also northerly to Peace River.

By the Act 53 Vic., ch. 5, authority was given for entry into a contract with this company for the conveyance of men, supplies, materials, and mails, for 20 years; a payment to be made annually of the sum of \$80,000 therefor, computation to be made from the date of the completion of the road between Calgary and a point on the North Saskatchewan River near Edmonton. The Act further gave power to the company to lease the said railway to the Canadian Pacific Railway Company.

On the 21st June, 1890, a contract for transport service was made, accordingly, with the Government, this contract calling for completion of the first 100 miles by the 1st of November, 1891, and of the whole road by the 1st November, 1893.

By the Land Subsidy Act of 1890, 53 Vic., ch. 4, a grant of land to the extent of 6,400 acres per mile was made for the line from Calgary north to Edmonton, about 190 miles, and also for a line south from Calgary to the international boundary, about 150 miles.

On the 26th of December, 1890, the company entered into a definite contract for the work of constructing, under this subsidy, both the northern line to Edmonton and the southern line to the boundary, the dates for completion being as follows :

From Calgary northward, 100 miles, by the 1st of November, 1891 ; the balance to Edmonton within two years thereafter.

From Calgary southward, 50 miles, by the 1st of November, 1892, and to a point on the Old Man's River, by the 1st of November, 1893 ; the balance to the international boundary by a date to be fixed by the Governor in Council.

On the 6th of July, 1891, permission was given to open the first 100 miles north from Calgary for traffic ; and on the 10th of August, 1891, the whole road from Calgary to Edmonton, 192 miles, was officially reported as fit to be opened. By an Order in Council of the 2nd of May, 1892, the date from which the completion of the road for subsidy purposes is to be computed has been fixed as the 1st of July, 1891.

On the 7th of December, 1891, the first 50 miles southward from Calgary was officially reported as fit to be opened for public traffic, and on the 14th of October a further distance of 54.10 miles was allowed to be opened for public traffic. On the 3rd of November, 1892, the Government Chief Engineer reported that the section from Calgary southwards to the north bank of Old Man's River, 104.10 miles, was completed according to contract.

An agreement has been entered into for the lease of this railway to the Canadian Pacific Railway Company.

Canadian Pacific Railway Company.

(Nos. 17, 18 and 29.)

By an Order in Council of the 18th of May, 1889, but subject to approval by Parliament, a grant of lands, to the extent of 6,400 acres per mile, in favour of the Canadian Pacific Railway Company, was authorized in aid of the construction of a branch from a point at or near Brandon, on their main line, south-westerly to or near Township 3, Range 27, west of the 1st Principal Meridian, and thence westerly, a total distance of 100 miles—this they termed their "Souris Branch"; also, for a line, 25 miles, running from such point in Township 3, easterly to Deloraine, the western terminus of the then existing line of the Manitoba South-western Colonization Railway, making in all 125 miles subsidized, and the total grant 800,000 acres. A further Order of the 18th of June, 1889, authorized the conveyance of the subsidy on completion of each 20-mile section.

By the Land Subsidy Act 53 Vic., ch. 4, this grant was confirmed.

By the Land Subsidy Act of 1891, 54-55 Vic., ch. 10, a subsidy of 6,400 acres per mile, for a further distance of about 60 miles, to La Roche Percée, was granted.

By an Order in Council of the 14th of June, 1889, but also subject to approval by Parliament, the grant of a subsidy to the Canadian Pacific Railway Company of land to the extent of 6,400 acres per mile was authorized for a branch starting from a point on the above mentioned south-westerly or "Souris" branch, and running eastwards to Nboro', the length of railway so subsidized being stated to be about 60 miles, the subsidy to be conveyed on the completion of each 20-mile section.

By the Land Subsidy Act 53 Vic., ch. 4, this grant was confirmed.

The whole of the work contemplated by the above subsidies has been executed, and the several sections of railway are in operation.

The southerly branch from the main line starts at Kemnay, 8 miles west from Brandon, and runs south, through Souris and Napinka to Melita, 59·25 miles; thence westerly to Estevan, a further distance of 97·70 miles. The subsidized sections running eastwards from this line are:—1st, from Souris to Glenboro', 45·24 miles, completing the connection with the existing railway to Winnipeg *via* Holland and Elm Creek; and, 2nd, from Napinka to Deloraine, 18 miles, completing the connection with the existing railway *via* Gretna to Winnipeg.

Great North-west Central Railway Company.

(See No. 7.)

The construction of a line of railway to extend from Brandon, on the Canadian Pacific Railway, to Battleford, in the provisional district of Saskatchewan, a distance of about 450 miles, was contemplated by the North-west Central Railway Company (formerly the Souris and Rocky Mountain Railway Company); and under an Order in Council of the 29th of July, 1885, the privilege of purchasing land at the rate of \$1.06 per acre, to the extent of 6,400 acres per mile, previously accorded, was converted into a free grant of such land (subject to a charge of 10 cents per acre for survey), the grant being contingent on the due completion of the work in stated sections.

This concession did not result in the construction of any section of the road; and difficulties arising, and other applications being put forward for the work, the Act 49 Vic., ch. 11 (1886), granting aid to the extent of 6,400 acres per mile for the same, was made applicable either to the company named or to such other company as might undertake the construction of the road. The Great North-west Central Railway Company was incorporated by an Order in Council of the 22nd of July, 1889, in conformity with the provisions of the Act; a second Order, of the 3rd of August, amending such charter, and the whole being confirmed and ratified by the Act 51 Vic., ch. 85 (1888). A section of such charter giving running powers to the Canadian Pacific Railway was repealed by 52 Vic., ch. 67 (1889).

By an Order in Council, also of the 22nd July, 1886, the subsidy referred to was granted to this company, the contract itself being signed on the 12th of September, 1887. Under successive Orders in Council the time for completion has been extended.

On the 3rd of September, 1890, an Order in Council was passed accepting as completed the first 50-mile section.

By an Order in Council, dated the 7th of December, 1891, extension of time has been accorded—subject to the condition that the first 50 miles should be effectively operated and maintained on and after the 15th of that month, as follows:—100 miles from the end of the first 50 miles by the 30th November, 1892, and 300 miles further (or whatever distance may be required to complete the road to Battleford) by the 30th of November, 1893.

The company reported the first 50 miles as having been opened for traffic on the 16th of December, 1891.

On the 20th of June, 1892, an Order in Council was passed approving of the proposed location for the second 50-mile section.

Lac Seul Railway Company.

(See Annual Report of 1891-92.)

Manitoba and North-western Railway Company.

(See Nos. 4 and 6.)

By the Act 48-49 Vic., ch. 60, authority was given for the grant of aid for a line from Portage la Prairie to the crossing of the south branch of the River Saskatchewan, 20 miles from Prince Albert, about 430 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 4th October, 1884, cancelling previous Orders. The time for completion was fixed by Order in Council of the 6th of May, 1885, as at a rate of 50 miles a year.

By the 1st of December, 1885, the company had built and equipped 131 miles of road.

By the Act 49 Vic., ch. 11 (1886), authority was given for the grant of aid for a branch of this railway from a point on the main line at or near Todburn to the River Assiniboine, near Shelmouth, about 26 miles, 6,400 acres per mile.

This grant was made to the company by Order in Council of the 24th of May, 1886. Under Orders in Council of the 10th and 21st of September, 1886, the line was permitted to start from Binscarth, the order first named approving the location to Russell, up to which point the road has been built. This branch, 11½ miles long, is in operation.

By the Act 50 Vic., ch. 78 (1890), relative to this railway, the company were bound to complete 17 miles in the calendar year 1890 and 20 miles a year thereafter.

By the Act 55-56 Vic., ch. 45 (1892), disabilities arising under the foregoing Act in consequence of non-completion of 20 miles during the then current year were removed.

The main line is in operation for traffic purposes from Portage la Prairie to Yorkton, 219 miles.

Manitoba and South-eastern Railway Company.

(See No. 24.)

This company was subsidized in lands by the Act 53 Vic., ch. 4 (1890), for a line from Winnipeg southerly or south-easterly to a point, on the west side of the Lake of the Woods, about 110 miles. A formal contract has been made with the company under date the 3rd June, 1892. Under this contract, the first 30 miles were to be completed by the 1st of September, 1892, 60 miles further by the 1st of September, 1893, and the whole road by the 1st of September, 1894. Plans of location of the first 30 miles starting from Winnipeg have been approved by an Order in Council passed on the 18th of March, 1892.

Manitoba South-western Colonization Railway Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report of 1890-91.)

Medicine Hat Railway and Coal Company.

(See No. 12.)

By the Act 50-51 Vic., ch. 23 (1887), authority was given for the grant to the above company of Dominion lands to the extent of 6,400 acres per mile for a railway from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal fields in or near Townships Nos. 12 and 13, Range 6, west of the 4th Principal Meridian, a distance of about 8 miles.

By an Order in Council of the 6th July, 1887, the grant was made to the company accordingly, it being provided that the road should be completed and in operation by the 31st of December, 1888.

By an Order in Council of the 24th of January, 1889, approval was given to a draft of a formal contract with the company, and an extension of time to the 2nd of June, 1890, was granted for completion of the road. A contract was signed on the 14th of February, 1890, for this work.

By the special Act 54-55 Vic., ch. 79 (1891), the charter of the company was revived and its powers were extended.

North-western Coal and Navigation Company.

(Purchased by the Alberta Railway and Coal Company.)

(See Annual Report of 1891-92.)

North-western Railway Company of Canada.

(Formerly the Alberta and Athabasca Railway Company.)

(See Annual Report for 1891-92.)

Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891.)

Red Deer Valley Railway and Coal Company.

(See Nos. 14 and 26.)

This company was incorporated by the Act 52 Vic., ch. 52, for the construction of a railway from a point near Calgary, N.W.T., to a point on the Red Deer River, in Township 32, Range 21, west of the 4th Principal Meridian, the route being defined; also from a point at or near Cheadle station, on the Canadian Pacific Railway, northerly to a point of junction with the line from Calgary, in or near Township 26, Range 25, west of the 4th Principal Meridian, with other branches indicated.

On the 28th of November, 1888, an Order in Council authorized the grant, subject to approval by Parliament, of a subsidy in land to the extent of 6,400 acres per mile for the line from Cheadle station to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles. This was confirmed by the Land Subsidy Act 52 Vic., ch. 4 (1889).

By the Act 54-55 Vic., ch. 9, the above subsidy was cancelled, and in lieu thereof there was granted a subsidy, not exceeding 6,400 acres per mile, for the company's railway from Calgary to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles.

On the 17th of June, 1893, a contract was entered into with the company for the work so subsidized, the work to be completed by the 1st of November, 1894.

Winnipeg and Hudson Bay Railway and Steamship Company.

(See No. 1, and Special Act 54-55 Vic., ch. 81.)

By 47 Vic., ch. 25, clause 7 (1884), authority was given for the grant of aid for a line from some point on the Canadian Pacific Railway to Hudson's Bay, viz., for each mile in Manitoba 6,400 acres, and in the North-west Territories, 12,800 acres.

In the year 1880, by Act 43 Vic., ch. 59, there was incorporated the "Winnipeg and Hudson's Bay Railway and Steamship Company," with powers for the construction of a line from Winnipeg to or near Port Nelson, Hudson's Bay.

In 1884 this Act was amended (by chapter 70), and the company were authorized to commence their line either from Winnipeg or from some point between Selkirk and Portage la Prairie, extending to Port Nelson and Churchill, or some other point on Hudson's Bay; also to construct a branch from any point on their main line to the Canadian Pacific Railway, west of Lake Winnipegosis, construction to be carried on at the rate of at least 50 miles a year.

By the same Act, a previous Act authorizing the amalgamation of this company with the Nelson Valley Railway and Transportation Company was repealed, and authorization was given for the winding up of the company last named and the transfer to the Winnipeg and Hudson's Bay Company of all its property and interests.

By an Act passed in 1886 (49 Vic., ch. 73), the date for completion was fixed as the 2nd of June, 1890.

By an Order in Council of the 11th of May, 1885, all previous Orders in this connection were cancelled, and there was granted to the Winnipeg and Hudson's Bay Railway and Steamship Company a subsidy in land, as follows:—

	Acres.
Division A.—From the Canadian Pacific Railway to the northern boundary of Manitoba—estimated distance, 225 miles.....	1,440,000
Division B.—From the boundary to the terminus near the mouth of the Nelson River, Hudson's Bay—estimated distance, 425 miles.....	5,440,000
Division C.—The Branch, from a point on the main line, near the northern extremity of Lake Winnipeg, to intersection with the Manitoba and North-western Railway—estimated distance not to exceed 250 miles (grant to be subject to approval by Parliament).....	1,600,000

The time for completion was fixed by this Order as 50 miles on division A or B by the 19th of April, 1887, and 50 miles a year thereafter until completion of main line; but if the main line was not completed by the 11th of May, 1890, they were to forfeit their right to a grant for their branch line, which must itself be completed by the 11th May, 1893.

In April, 1888, the Chief Engineer of Government Railways reported, showing that 40 miles of road were completed, with the exception of certain station buildings, &c.

By an Order in Council dated the 16th of September, 1891, the dates for the completion of the company's road have been extended as follows:—

From the end of the 40 miles already built to a point on the south shore of the River Saskatchewan, near the western end of Cedar Lake, or between Cedar Lake and Grand Rapids, a distance of about 250 miles, by the 21st of June, 1894 (the limit allowed by their charter as amended by 53 Vic., ch. 80). This Order in Council approved of the draft of a definite agreement to be made with the company for the work, and this agreement was duly signed on the 18th of September, 1891.

By the special Act 54-55 Vic., ch. 81, the entry into a contract with this company was authorized for the conveyance of men, supplies, materials and mails over the portion of this line between Winnipeg and the River Saskatchewan for an annual payment of \$80,000 a year, for 20 years. Under authority of an Order in Council, an agreement was made with the company accordingly on the 18th of September, 1891.

Under date the 8th of November, 1893, an Order in Council was passed extending the time for the completion of the main line to the River Saskatchewan to the 21st of December, 1896.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 8.)

By the Act 49 Vic., ch. 11 (1886), the grant of aid was authorized for a railway from a point in Township 4, Range 30, west of the 2nd Meridian, passing through Fort Qu'Appelle, to the Manitoba and North-western Railway, about 240 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 24th May, 1886, for the portion between Fort Qu'Appelle and the Canadian Pacific Railway, to be completed by the 1st November, 1887, and 50 miles a year thereafter.

This Order was amended by an Order of the 7th of July, 1887, the company being allowed one year from the 1st of January, 1887, for the completion of the first 50-mile section (after completion by the 1st of November, 1887, of the portion between the Canadian Pacific Railway and Fort Qu'Appelle,) the rate of construction to be 50 miles each year, subsequently, until completion of the road.

By a further amending Order in Council of the 22nd of November, 1887, the company were granted an extension of time for the completion of the portion between Fort Qu'Appelle and the Canadian Pacific Railway, namely, up to the 31st of July, 1888; 100 miles of the road to be completed and in operation by the 31st of December, 1888, as required by the preceding Order.

By the Special Act 52 Vic., ch. 66 (1889), the section of a previous Act giving this company power to construct a railway on the route above indicated was repealed, and they were empowered to construct a line from a point on the international boundary line, at or near Range 16, west of the 2nd Principal Meridian, in a northerly direction by Qu'Appelle station to Fort Qu'Appelle, thence in a north-easterly direction to a point at or near the north-west corner of Lake Winnipegosis; the portion between the point

of intersection with the Canadian Pacific Railway and Fort Qu'Appelle to be completed by the 1st August, 1890, and the whole road by the 16th of April, 1896.

By the Land Subsidy Act of 1889, 52 Vic., ch. 4, the subsidy provided by the Act 49 Vic., ch. 11, was made available for this new line.

By the Act 53 Vic., ch. 83 (1890), the statutory time for the construction of the portion of this railway between the Canadian Pacific Railway at Fort Qu'Appelle was extended to the 1st of August, 1892—the balance of the road to be completed at the rate of 50 miles a year thereafter.

This Act was repealed by the Act 55-56 Vic., ch. 63 (1892), and the time for the completion of the railway between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1894, the railway to be completed at the rate of 20 miles each year thereafter.

Powers were given to convey or lease the road to the Canadian Pacific Railway Company, the Manitoba and North-western Railway Company, the Great North-west Central Railway Company, or the Winnipeg and the Hudson Bay Railway Company.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways and Canals being Chairman of the Railway Committee of the Privy Council, on which certain extensive duties are imposed by the Railway Act, 1888, and its amendments, it seems proper that a brief record should here be made of the matters submitted to the Committee during the calendar year from January to December, 1893, and of the decisions arrived at. They are as follows:—

Keele Street Subway under the Grand Trunk and Canadian Pacific Railways, Toronto Junction. Application of the Town of Toronto Junction for extension of time for completion of, for five years.—Granted.

Crossings at rail level by the Davenport Street Railway of the Grand Trunk and Canadian Pacific Railways on St. Claire Avenue, and of the Grand Trunk Railway on the Davenport Road, all near the city of Toronto. Application by the Davenport Street Railway Company for variations of orders issued as regards apportionment of costs.—Orders varied.

Crossing at rail level by the Kingston, Napanee and Western Railway of the Kingston and Pembroke Railway near the Harrowsmith station.—Approved.

Occupation of John Street, in the village of Eganville, by the Atlantic and North-west Railway.—Approved.

Junction of the Tring and Megantic branch of the Quebec Central Railway with the Quebec Central Railway at Megantic.—Approved.

Gareau Street proposed crossing of the Grand Trunk Railway in the town of St. Henri (Montreal).—Not approved.

Branch line of the Grand Trunk Railway from Montreal to Côte St. Paul.—Sanctioned.

Branch line of the Grand Trunk Railway to Queenston Quarries, in the township of Niagara, Ont.—Sanctioned.

Drain across Grand Trunk Railway in the 1st Concession of the township of Sandwich East, county of Essex, Ont.—Ordered.

Crossing at rail level by the United Counties Railway of the South-eastern Railway and junction of the same with the Drummond County Railway at Ste. Rosalie.—Approved.

Crossing at rail level by the United Counties Railway of the Montreal, Portland and Boston Railway at Rougemont.—Approved.

Crossing at rail level by the United Counties Railway of the Montreal, Portland and Boston Railway at Ste. Angèle.—Approved.

Crossing at rail level by the United Counties Railway of the Grand Trunk Railway at St. Hyacinthe.—Approved.

Crossing at rail level by the Lake Erie and Detroit River Railway of the Erie and Huron Railway in the township of Harwich, near Blenheim.—Approved.

Application of the Lake Erie and Detroit River Railway Company for variation of order directing an interlocking switch and signal system to be introduced at the crossing at rail level by their railway of the Leamington and St. Claire Railway, at the village of Leamington.—Use of crossing without such appliances authorized until further notice.

Bridge carrying the Thousand Islands Railway across the Gananoque River.—Approved.

Crossing at rail level by the Ottawa, Arnprior and Parry Sound Railway of the Canadian Pacific Railway at Arnprior.—Approved.

Crossings by the Canadian Pacific Railway of streets between Eastern Avenue and Parliament Streets, inclusive, Toronto.—Approved. Gates and watchmen to be provided at Eastern Avenue and Trinity Street.

Canadian Pacific Railway siding along Beachell Street, Toronto.—Approved.

Opening of public road at Grand Trunk (Belt Line) and Canadian Pacific Railway crossing of Government road allowance, 2nd Concession, east of Yonge, near Toronto.—Pending.

Protection at Toronto (electric street) Railway crossings of the Grand Trunk and Canadian Pacific Railways east of the Don.—Pending. Temporary arrangement in force.

Application for apportionment of cost of protection ordered at Canadian Pacific Railway crossings of Dufferin and Bathurst Streets, Toronto.—Apportionment order made.

Interlocking signal appliances at crossings at rail level by the Canada Southern Railway of the Grand Trunk Railway at Hagarsville, Appin, Yarmouth, Southwold, Welland and Canfield.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Grand Trunk (Belt Line) Railway crossing of the Canadian Pacific Railway near the Don, Toronto.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Canada Southern Railway crossing of the Grand Trunk Railway at Port Dover Junction.—Approved, and trains allowed to pass without stopping.

Brantford Street Railway crossings of the Grand Trunk Railway on Colborne and Oxford Streets, Brantford.—Approved.

Crossing at rail level by the United Counties Railway of the Canadian Pacific Railway near Iberville.—Approved.

Extension of Lansdowne Avenue, Toronto, across the Grand Trunk and Canadian Pacific Railways.—Pending.

Protection at a crossing of the Canada Southern Railway at Niagara Falls.—A flagman provided by the company.

Complaint *re* insufficiency of protection at the Lake Erie and Detroit River Railway crossings of the Canada Southern Railway at Pelton, McGregor and Leamington and the Erie and Huron crossing of the Canada Southern Railway at Courtright.—Pending.

Peterboro' and Ashburnham Street Railway crossings of the Canadian Pacific and Grand Trunk Railways in the city of Peterboro'.—Approved.

Montreal Park and Island Railway crossing of the Canadian Pacific Railway at St. Louis du Mile End.—Approved.

Street crossings of the Canadian Pacific Railway in the town of Magog.—Pending.

Complaint *re* passenger tolls charged on Grand Trunk Railway between Hamilton and Suspension Bridge Niagara and between Oshawa and Toronto.—Discharged, no ground for complaint being found to exist.

Interlocking signal appliances at the Ottawa, Arnprior and Parry Sound Railway crossing of the Canadian Pacific Railway at Arnprior.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Lake Erie and Detroit River Railway crossing of the Erie and Huron Railway near Blenheim.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Lake Erie and Detroit River Railway crossing of the Canada Southern Railway at Pelton.—Approved, and trains allowed to pass without stopping.

Crossing at rail level by the Montreal Park and Island (Electric) Railway of the Canadian Pacific Railway at St. Louis du Mile End.—Approved.

Two public road diversions by the Montreal and Western Railway Company at Chute aux Iroquois.—Approved.

Closing of a portion of Thistle Street, and formation of certain new streets by the Grand Trunk Railway Company at Sarnia.—Pending.

Crossing at rail level by the Drummond County Railway of the Grand Trunk Railway near the Aston Station.—Approved.

Substitution of a double for a single track crossing of the Ottawa Electric Railway on the Canada Atlantic Railway on Bank Street, Ottawa.—Approved.

Manitoba Central Farmers' Institute. Complaint *re* discrimination in Railway charges.—Pending.

Montreal Street Railway crossings of the Grand Trunk Railway at Montreal and St. Henri.—Pending.

Drain across Canada Southern Railway in Township of Tilbury West. Question as to construction of.—Pending.

Crossing at rail level by the United Counties Railway of the Canadian Pacific Railway near Iberville. Application for a change in the location of the crossing as already authorized.—Granted.

Crossing at rail level by the Ottawa, Arnprior and Parry Sound Railway of the Kingston and Pembroke Railway near Renfrew.—Approved.

Deviation of a public road in the townships of De Salaberry and Grandison by the Montreal and Western Railway Company.—Approved.

RAILWAY LEGISLATION OF THE SESSION OF PARLIAMENT.

56 VICTORIA (1893).

CHAP.

- 2 An Act to authorize the granting of Subsidies in aid of the construction of the lines of railway therein mentioned.
- 4 An Act relating to the granting of subsidies in land to railway companies.
- 6 An Act to confirm the sale of the Carleton, City of Saint John, Branch Railroad.
- 38 An Act respecting the Alberta Railway and Coal Company.
- 39 An Act to incorporate the Atlantic and Lake Superior Railway Company.
- 40 An Act to incorporate the Calgary Street Railway Company.
- 41 An Act respecting the Canadian Pacific Railway Company.
- 42 An Act respecting the Central Counties Railway Company.
- 43 An Act respecting the Chilliwack Railway Company.
- 44 An Act to incorporate the Cleveland, Port Stanley and London Transportation and Railway Company, and to confirm an agreement respecting the London and Port Stanley Railway.
- 45 An Act respecting the Columbia and Kootenay Railway and Navigation Company.
- 46 An Act respecting the Drummond County Railway Company.
- 47 An Act respecting the Grand Trunk Railway Company of Canada.
- 48 An Act to give effect to an agreement between the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company, and the Corporation of the City of Toronto.
- 49 An Act respecting the Grand Trunk, Georgian Bay and Lake Erie Railway Company.
- 50 An Act respecting the Lake Erie and Detroit River Railway Company.
- 51 An Act respecting the London and Port Stanley Railway Company.
- 52 An Act to consolidate and amend certain Acts relating to the Manitoba and Northwestern Railway Company of Canada.
- 53 An Act respecting the Manitoba and South-eastern Railway Company.
- 54 An Act to revive and amend the Act to incorporate the Moncton and Prince Edward Island Railway and Ferry Company.
- 55 An Act to amend the Act to incorporate the Montreal and Atlantic Railway Company.
- 56 An Act to incorporate the Nakusp and Slocan Railway Company.
- 57 An Act respecting the Nelson and Fort Sheppard Railway Company.
- 58 An Act to revive and amend the Act to incorporate the North Canadian Atlantic Railway and Steamship Company and to change the name thereof to "The Quebec and Labrador Railway and Steamship Company."
- 59 An Act respecting the Port Arthur, Duluth and Western Railway Company.
- 60 An Act respecting the St. Lawrence and Adirondack Railway Company.
- 61 An Act respecting the Temiscouata Railway Company.
- 62 An Act respecting the Toronto, Hamilton and Buffalo Railway Company.
- 63 An Act respecting the Western Counties Railway Company, and to change the name of the Company to the Yarmouth and Annapolis Railway Company.

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- 64 An Act to amend the Act to incorporate the Buffalo and Fort Erie Bridge Company.
 65 An Act to incorporate the Canada Atlantic and Plant Steamship Company Limited.
 66 An Act to incorporate the North American Canal Company.

CANALS.

The canal systems of the Dominion, under Government control, in connection with lakes and navigable rivers, are as follows :—

1. The River St. Lawrence and lakes.
2. The Richelieu navigation, from the St. Lawrence to Lake Champlain.
3. The River Ottawa.
4. The Rideau navigation, from Ottawa to Kingston.
5. The Trent navigation.
6. St. Peter's Canal, Bras d'Or Lake, Nova Scotia.

TOTAL EXPENDITURE ON CANAL WORKS AND MAINTENANCE.

The following list shows the total amount charged to capital account, expended by the Government for construction and enlargement of each of the canals of the Dominion; embracing the period prior to Confederation and extending down to the 30th June, 1893 :—

Lachine Canal.....	\$ 9,686,684 51
Beauharnois Canal.....	1,611,690 26
Soulanges Canal (under construction).....	264,572 00
Williamsburg Canals (being enlarged).....	2,940,551 13
Cornwall Canal (being enlarged).....	4,649,574 35
St. Lawrence River and Canals, surveys, &c.....	943,178 36
Murray Canal.....	1,247,470 26
Welland Canal.....	23,762,294 61
Sault Ste. Marie Canal (under construction).....	1,475,344 45
Ste. Anne Canal.....	1,170,215 63
Carillon and Grenville Canals.....	4,025,553 00
Culbute Canal.....	379,494 46
Rideau Canal, (including the Perth branch).....	4,560,285 60
Trent Canal.....	1,088,483 87
St. Ours Lock.....	121,537 65
Chambly Canal.....	637,206 76
St. Peter's Canal.....	645,994 94

Total..... \$59,210,131 84

In addition to the above there has been expended from

"Income" as follows :—

Renewals.....	1,941,198 13
Repairs.....	4,550,801 97
Staff and maintenance.....	5,608,661 52

Making the total expenditure..... \$71,310,793 46

The total revenue received amounts to \$9,850,578.56.

Details as to the above will be found in Appendix No. 2, p. 2.

TOTAL EXPENDITURE AND RECEIPTS FOR THE YEAR.

The total expenditure on the several canals for the fiscal year ended 30th June, 1893, was as follows :—

Construction, charged to capital.....	\$ 2,069,573 30
Renewals, charged to income.....	196,185 84
Repairs.....	204,759 39
Staff and maintenance.....	291,588 97

The collection of the revenue derivable from the canals of the Dominion, formerly in the hands of the Department of Inland Revenue, was assumed by this department, under an Order in Council of the 4th of June, 1889, as authorized by the Act 52 Victoria, chapter 19. Details relating to the Canals Revenue and various commercial statistics for the *season of navigation* of the year 1892, will be found in the appendix, "Canals Revenue and Statistics," No. 23, p. 266.

The net canal revenue for the fiscal year was \$357,089.87, as against \$324,475.24 in the previous year, an increase of \$32,614.63.

The amount of the refunds of tolls for grain and other food products was \$40,032.40 in the year 1892-93, as against \$52,270.10 in the previous year. No refunds were allowed for the season of 1893.

The following statement shows the amount collected on each canal for Canal Revenue proper, and hydraulic rents, &c., during the Fiscal Year ended 30th June, 1893. Details will be found in the report of the Inspector, Appendix No. 18, p. 205.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.	Hydraulic Rents, &c.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland.....	202,106 45		182 09	163 52	5,691 10	208,143 16
St. Lawrence.....	67,200 84	2,705 34	124 00	14,977 73	29,373 14	114,381 05
Chambly.....	21,836 22		20 00	1 00	130 00	21,987 22
Ottawa.....	41,161 09		10 00	28 00	21 00	41,220 09
Rideau.....	5,145 43	186 32	13 00	176 00	2,638 55	8,159 30
Trent Valley.....	667 91			44 25	63 00	775 16
St. Peter's.....	2,948 18					2,948 18
Murray.....	619 94					619 94
Total.....	341,686 06	2,891 66	349 09	15,390 50	37,916 79	398,234 10
Less—Refunds of tolls.....						41,144 23
Net Revenue.....						357,089 87

The following features of the principal canal traffic during the season of navigation of 1892 will be found of interest :—

On the Welland Canal 955,554 tons of freight were moved, of which 528,569 tons were agricultural produce. On the St. Lawrence canals the quantity moved was 966,755 tons, of which 464,672 tons were agricultural produce. On the Ottawa canals the total quantity moved was 647,011 tons, of which 628,449 tons were the produce of the forest. 261,954 tons of grain (wheat, barley, corn, oats, pease and rye) passed down the Welland and St. Lawrence canals to Montreal, and of this quantity 195,244 tons, after

transhipment at Canadian ports, were exported. 201,540 tons of grain passed down the Welland Canal from United States ports to United States ports.

During the season a total of 268,830 tons of grain arrived at Kingston, at the head of the River St. Lawrence, in vessels which had passed down the Welland Canal. Of this quantity Canadian vessels carried 158 cargoes, aggregating 159,018 tons, and United States vessels carried 89 cargoes, aggregating 109,812 tons. 4,341 tons were taken to Ogdensburg and transhipped to Montreal.

It seems proper here to record, briefly, certain facts relative to the tolls charged for the passage of wheat and certain other food products through the Welland and the St. Lawrence Canals.

In the year 1882, tolls on the Erie Canal were abolished.

In the year 1884, on urgent representations from shippers and others interested in the grain trade, Orders in Council were passed with a view to meeting this abolition of Erie Canal tolls. They reduced for the then current season, by one-half, the tolls for passage through the Welland and the St. Lawrence Canals on wheat and certain other food products shipped for Montreal or other Canadian ports east of Montreal.

In the following year, 1885, tolls were further reduced on such products to 2 cents a ton, and thenceforward, year by year, up to and including 1891, this concession has been made by special Orders in Council.

In the year 1892, the reduction was conditioned by the provision that it should be applicable only to products actually exported.

By a Presidential Proclamation dated the 18th of August, 1892, the United States adopted a system of tolls on the St. Mary's Falls Canal, levying 20 cents per ton on all freight carried "to any port in the Dominion of Canada," although it may be noted the St. Mary's Falls Canal was transferred from the control of the state of Michigan to that of the Federal Government, with the distinct proviso that it should be for ever free from toll, and such transfer took place subsequently to the Treaty of Washington and the undertaking of the state, conformably thereto, that British subjects should have the use of the canal on terms of equality with the inhabitants of the United States.

By an Order in Council dated the 13th of February, 1893, the Dominion canal tolls on the said food products for passage eastward through the canals named were fixed at 10 cents per ton, without reference to destination, and thereupon, by a Proclamation dated the 21st of February, 1893, the President of the United States suspended the toll for passage through the St. Mary's Falls Canal imposed by his previous Proclamation.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, affords a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,260 statute miles. The distance to Duluth is 2,384 miles.

The difference in level between the point on the St. Lawrence near to Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Gallops and Welland. Their aggregate length is 70½ miles; total lockage (or height directly overcome by locks) is 533½ feet; number of locks, 53.

Communication between Lakes Huron and Superior is obtained by means of the St. Mary's Falls Canal, situated on the United States side of the River St. Mary.

This canal is a little over a mile in length, with a bottom width of 100 feet, and has one lock, the dimensions being:—length 515 feet, width 80 feet, gate openings 60 feet wide, with 16 feet of water on the sills, and a lift of about 18 feet. By it there is afforded a 16-foot navigation between the two lakes.*

* From the report of the Chief of Engineers, U. S. army, dated the 30th of September, 1892, for the fiscal year ended the 30th June, 1892, the last available, it appears that the construction of the proposed new and larger lock is in progress, taking the site occupied by the two old locks built in 1855, the canal itself being deepened to correspond, so as to give a navigable depth of 20 feet. The dimensions of the new lock will be—length 800 feet between gates, width 100 feet throughout, with 21 feet of water on the sills, with a single lift, approximating 18 feet. The estimated cost of this new lock and work of canal deepening is set down at \$4,738,865. For this work an appropriation of \$250,000 was made by Congress in August, 1886. The total expenditure up to the 30th of June, 1892, was \$818,103.38. On the 1st of July, 1892, there was an unexpended balance of appropriations amounting to \$1,931,923.25. For the fiscal year ending on the 30th June, 1894, in addition to the balance in hand a further sum of \$2,000,000 should, it is stated, be made available, in view of the importance of losing no time in the prosecution of the work, the enormous traffic being now dependent on a single lock.

From the same report and its appendices it appears that during the fiscal year ended the 30th of June, 1892, the canal now in operation was closed on the 6th of December, 1891, and opened on the 18th of April, 1891; being opened for 233 days; that 11,557 vessels, &c., passed through, aggregating 9,828,874 registered tons, and carrying 10,107,603 tons of freight and 25,697 passengers, the number of lockages being 5,615. The cost of operation and care of the canal during the fiscal year 1891-92 was \$61,389.74, in which is included for repairs the sum of \$21,665.12.

A special report deals with the operation of the canal during the season of navigation of the calendar year 1891. From this it appears that during the season the canal was opened for 225 days, that 10,191 vessels passed through in 4,981 lockages, carrying 8,888,759 tons of freight and 26,190 passengers, the total value of freight being \$128,178,208.51, against \$102,214,948.70 in 1890.

The total number of registered craft using the canal during the season was 652, of which 396 were steam and 256 sailing vessels. The largest single cargo carried was 3,136 tons. There were 101 steamers carrying 2,000 tons and upwards, and 8 sail vessels carrying 2,500 tons and upwards.

The total amount of freight paid was \$9,849,022.81; the total mile-tons (the number of miles run multiplied by the freight tonnage) was 7,292,462,269; the cost per mile per ton was 1.35 mills, as against 1.3 in 1890. The average distance freight was carried was 820.4 miles. The principal items of freight were as follows:—Wheat, 38,816,570 bushels; grain other than wheat, 1,032,104 bushels; flour, 3,780,143 barrels; coal, 2,507,532 net tons of 2,000 lbs.; iron ore, 3,560,213 net tons.

Compared with the season of 1890, there was an abnormal increase in the quantity of wheat and its products: the quantity of wheat carried in the season of 1890 having been 16,217,370 bushels. On the other hand the quantity of iron ore, which during the whole period from 1881 has averaged about 50 per cent of the total freight passing through the canal, suffered a great reduction, 25 per cent less being carried during the season of 1891. The total freight of the season of 1891 showed a reduction of about 2 per cent. The traffic for the fiscal year, however, shows that this deficiency was made up, and that the total freight for the year exceeds by 1,768,622 tons that of any preceding fiscal year. To the low stage of water in the lakes, making an average of 14.42 feet in the canal the lowest record, and to a stoppage of 5 days in the canal traffic, due to the sinking of a vessel in the St. Mary's River, by which 275 vessels were delayed, is in part attributed the decrease in the season's operations.

The total valuation of all registered vessels using the canal in the season of 1891 is set down at \$34,066,800, against a total valuation in 1887 of \$19,773,950, and in 1890 of \$29,635,500.

In connection with the enlargement of this canal there has been undertaken, and is in progress, the work of improving the southern channel of the river below the falls, known as the Hay Lake channel in American waters. It is proposed to make a channel 300 feet wide, and of a navigable depth of 20 feet. The improved route will leave the present navigable channel of the river at a point, Sugar Island rapids, about 2½ miles below the canal; will pass through these into Hay Lake; then by way of Middle Neebish; rejoining the present navigable channel at the foot of Sugar Island; saving a distance of 11 miles (16 miles in place of 27), and giving a route which can be so marked by lights as to be navigable at night, an advantage which is not to be afforded by the present channel, except by the use of many lights. The estimated cost of the work is set down in the report of U. S. engineers, quoted, at \$2,659,115. The total expenditure up to the 30th June, 1892, amounted to \$1,109,806.09.

A large lock and canal are in course of construction by the Dominion Government on the Canadian side of the river. This canal will be known by the name of "The Sault Ste. Marie Canal." A general description of the work will be found in the present report. (See Appendix 6, p. 121.)

The following indicates the main features of the works executed and in contemplation in connection with the scheme of canal enlargement on the through line of navigation between tide water and Lake Superior.

The general enlargement scheme comprises locks of the following dimensions:—Length, 270 feet between the gates; width, 45 feet; with a navigable depth of 14 feet of water over the sills. The Sault Ste. Marie lock will be 900 feet long, 60 feet wide and with a depth of water more than equivalent to 21 feet in the new American lock.

Lachine Canal.—On the Lachine Canal the foundations of the permanent structures were put down to the full depth for vessels drawing 14 feet, but for about $6\frac{1}{2}$ miles the canal itself has yet to be lowered 2 feet to obtain this depth.

Lake St. Louis.—For about four miles above the head of the Lachine Canal Lake St. Louis is obstructed by numerous shoals, consisting principally of hard material, the removal of which is necessary to form a channel suitable to the enlarged 14 feet navigation. The channel has been surveyed and sounded, and plans have been prepared in readiness for work. A certain amount of dredging has been done as a test of the material and of the best means for its removal.

Soulanges Canal.—Between Lakes St. Louis and St. Francis there is a rise of about 83 feet in the river, which is at present surmounted by the Beauharnois Canal on the south shore of the St. Lawrence. The enlarged scale canal (the Soulanges) is being constructed on the north shore of the river. It will be about 14 miles in length.

Lake St. Francis.—In Lake St. Francis the obstructions to a 14 feet navigation are of minor importance, and are found chiefly near its upper or western end, where there are some shoals to be removed.

Cornwall Canal.—The works of the Cornwall Canal are all under contract. The two lower locks, &c. were completed in 1882. The four other locks are built, but some work remains to the dam in connection with them. The excavation of the canal proper is in progress. The north channel of the River St. Lawrence between the mainland and Sheiks Island will be utilized by means of dams in place of deepening and widening the canal at this point.

Farran's Point Canal.—Nothing has been done towards the enlargement of the canal at Farran's Point beyond the necessary surveys.

Rapide Plat Canal.—At the Rapide Plat the guard lock is finished and in use: the works remaining to be done to complete the enlargement are in progress.

Between the Cornwall Canal and the Galops Canal the river reaches require to be deepened or improved at certain points.

Galops Canal.—The Galops Canal, $7\frac{5}{8}$ miles in length, passes the Iroquois, the Cardinal and Galops rapids. Of these, the Iroquois and the Cardinal are very strong currents rather than rapids.

This canal is being enlarged for a distance of about 4,000 feet from the upper entrance to a point below the Galops Rapids, where a new lock, practically completed, will give access from the river. With the exception of preliminary surveys, nothing has yet been done towards the enlargement of the remainder of the canal.

From the upper entrance of this canal to the Prescott reach, a distance of about three miles, the present circuitous and, in parts, shallow channel lies across what is known as "Flat Rock" shoal, and runs through American waters. The improvement and utilization of the north or Canadian channel of the river has been suggested as a part of the general scheme of enlargement.

Welland Canal.—The enlargement of this canal is completed.

Sault Ste. Marie Canal.—Work is in progress on this canal. The lock masonry is completed.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal.....	8½ statute miles.	8½ statute miles,
Number of locks.....	5	5
Dimensions of locks.....	200 feet by 45 feet.	270 feet by 45 feet.
Total rise, or lockage.....	45 "	45 "
Depth of water (at two locks...)	16 "	18 "
on sills..... (at three locks..)	9 "	14 "
Mean width of new canal.....		150 "

The depth of the canal between locks is at present only adapted to vessels of 12 feet draught.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two entrances at each end.

This channel extends from the city of Montreal to the town of Lachine, overcoming the St. Louis Rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle-Isle.

The scheme for the enlargement of this, in common with the other canals of the St. Lawrence, contemplated the affording a navigable depth of 14 feet throughout. The improvement immediately in view, however, was only intended to furnish a navigable depth of 12 feet in the canal proper, and accordingly, on the following reaches, namely, between Lachine and Côte St. Paul, Côte St. Paul and St. Gabriel, and between St. Gabriel and Wellington Basin, the channel has been adapted to navigation by vessels of 12 feet draught only. All permanent works on the canal, such as locks, bridges, side walls and culverts, have been built to afford a navigable depth of 14 feet. Through Lake St. Louis down to the Lachine Canal—a distance of about 15 miles—the existing channel, which is wide and deep, would be available for about 11 miles. Over the lower four miles, however, the channel will require to be deepened and widened at a number of places. Some experimental dredging has been carried on in order to determine the nature of the material to be removed, and the best way of dealing with it.

The canal was closed on the 30th of November, 1892, and opened on the 4th of May, 1893.

A serious leak in the north canal bank opposite the Montreal woollen mills at St. Gabriel locks occurred on the 19th December, 1892, the repair of which involved considerable time and expenditure.

On the 10th of May, 1893, the St. Gabriel bridge was struck by the tug "Wm. Paul" and injured.

The extent of the increasing traffic on Wellington street, Montreal, and the hindrance experienced by it at the bridge crossing of the canal has for some years rendered

it absolutely necessary that steps should be taken to increase the crossing accommodation. It was finally decided after consideration of various schemes to replace the old and inadequate bridge with one of greater capacity, and during the winter of 1892-3 the works necessary in this connection, which included a new railway bridge, were undertaken, and pushed forward with the vigour required to ensure completion before the opening of navigation.

The navigation of the canal was carried on through the season without interruption.

The water level was satisfactorily maintained.

The report of the acting Superintending Engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (App. 9, p. 139.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$445,983 21
Renewals, chargeable to income.....	50,937 40
Repairs.....	51,616 79
Staff and maintenance.....	53,185 00
Total.....	\$601,722 40

The works were satisfactorily completed within the time contemplated, and the water was let into the canal on the 1st of May. The extent of the work required to be executed, the shortness of the time available and the fact that work had to be carried on under the disadvantage of a severe winter season, entailed heavy expenditure. This expenditure is, however, so much in excess of the anticipated cost that it has been deemed proper in the public interests to have the whole circumstances of the case investigated, and a special commission was accordingly appointed, which has sat in Montreal and taken extensive evidence in the matter. The commission has not yet reported.

BEAUHARNOIS CANAL.

Length of canal.....	11½ statute miles.
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total rise or lockage.....	82½ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	80 “
Breadth of canal at water surface.....	120 “

This canal commences on the south side of the St. Lawrence, 15½ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and passes the three rapids known, respectively, as the Cascades, the Cedars and the Coteau.

The canal was closed on the 1st of December, 1892, and was reopened for traffic on the 1st of May, 1893.

Owing to a break in the bank near lock No. 12, navigation was interrupted for 15 hours.

Details of repairs will be found in Appendix 9, p. 143.

The expenditure on this canal for the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income.....	Nil.
Repairs.....	14,107 11
Staff and maintenance.....	20,348 34
Total.....	<u>\$34,455 45</u>

CORNWALL CANAL.

Length of canal.....	11½ statute miles.
Number of locks.....	6
Dimensions of locks (three).....	200 feet by 55 feet.
“ of two lower entrance locks and the guard lock.....	270 by 45.
Total rise or lockage.....	48 feet.
Depth of water on sills.....	9 “
“ at the two lower entrance locks... ..	14 “
Breadth of canal at bottom (except at three culverts).....*	100 “
Breadth of canal at water surface.....	150 “

From the head of the Beauharnois to the foot of the Cornwall Canal there is a stretch through Lake St. Francis of 32¾ miles, which is navigable for vessels of the size at present in use.

The Cornwall Canal extends past the Long Sault Rapids.

This canal was closed on the 4th of December, 1892, and reopened on the 1st of May, 1893.

All necessary repairs were carried out. On the 3rd of August, 1892, the barge “Toronto,” in tow, carried away the gates of lock No. 19, causing a delay of 28 hours. On the 2nd of June, 1893, the steamer “Hall” carried away the lower gates of the same lock, stopping navigation for 26 hours.

Navigation was satisfactorily maintained during the season. (See Appendix 12, page 165.)

NEW WORKS.

The two locks at the new lower entrance (taking the place of three on the old line) were completed in 1882. Their dimensions are those of the general enlargement scheme, namely: length, 270 feet; breadth, 45 feet; depth of water, 14 feet. The basin between these two locks is 825 feet long. The guard-lock also is completed and in use.

The remaining three locks are all practically completed. The work of deepening and enlarging the prism of the canal is approaching completion.

It having been decided to adopt the north channel of the River St. Lawrence between Sheik's Island and the mainland as a part of the canal, the enlargement of

*NOTE.—Though the bottom breadth is, as stated, 100 feet, it must be observed that this is the bottom breadth of the old, or 9 feet navigation canal.

the existing canal at this point has been abandoned. The work of constructing the necessary dams across the channel was placed under contract on the 19th of June, 1893, and is in progress.

The work of the year is described in detail in the appendices to the present report (See Appendix 12, page 166.)

The expenditure on this canal for the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$352,536 13
Renewals, chargeable to income.....	nil.
Repairs.....	9,668 14
Staff and maintenance.....	15,173 01
Total	<u>\$377,377 28</u>

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat, and Galops Canals are collectively known as the Williamsburg Canals.

These canals were closed on the 13th of December, 1892, and reopened on the 27th of April, 1893.

No accidents of importance are reported, and navigation is stated to have been well maintained.

The expenditure on these canals during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$372,193 29
Renewals, chargeable to income.....	3,675 00
Repairs.....	8,347 97
Staff and maintenance.....	8,676 03
Total.....	<u>\$392,892 29</u>

The only accident of importance occurred in June, 1893 ; the steamer " Acadia " having struck a stone at a point where the dredging operations for the canal enlargement had left it. The vessel sank, necessitating the unwatering of the canal. For details of work see Appendix 12, page 168.

FARRAN'S POINT CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	1 "
Dimensions of lock	200 feet by 45 feet.
Total rise, or lockage	4 feet.
Depth of water on sills at ordinary water level..	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal on water surface	90 "

From the head of the Cornwall Canal to the foot of Farran's Point Canal, the distance on the River St. Lawrence is 5 miles. The latter canal enables vessels ascending the river to avoid, if necessary, the Farran's Point Rapid. Descending vessels run the rapids with ease and safety.

The enlargement of this canal has not been commenced, but surveys have been made and plans prepared. (See Appendix 12, page 169.)

RAPIDE PLAT CANAL.

Length of canal.....	4 miles.
Number of locks.....	2 “.
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	11½ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	50 “
Breadth of canal at surface of water.....	90 “

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

NEW WORKS.

The enlargement of this canal, in conformity with the proportions of the general scheme is in progress. The works consist of the enlargement of the channel way above, and for some distance below, the present guard-lock at the head of the canal, and the construction of a new guard-lock and a supply weir in connection with the old lock. The bottom of the channel, for a distance of about 1,000 feet below, and out into deep water, above the lock, about 700 feet, has been excavated to an extent sufficient to afford a navigable depth of 14 feet. The new lock was completed in 1888, and is in operation; the other works in that connection are also finished. Contracts for the enlargement of the remaining portion of the canal, including the lock at the lower outlet, were entered into in the month of January, 1891. The works are in progress. (See Appendix 12, page 170.)

GALOPS CANAL.

Length of canal.....	7½ miles.
Number of locks.....	3
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	15½ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	50 “
Breadth of canal at surface of water.....	90 “

From the head of Rapide Plat Canal to Iroquois, at the foot of the Galops Canal, the St. Lawrence is navigable for 4½ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

NEW WORKS.

The works for the widening and deepening of the upper entrance, and for the construction of a lift-lock from the river below the Galops Rapids, about 4,000 feet from the upper entrance, together with a guard-lock and supply weir to the canal adjacent to that point were placed under contract in November, 1888. The guard-lock and lift-lock are both completed in readiness to receive their gates, and the other works are in progress.

It is proposed that, by the use of this new lift-lock, vessels qualified to stem the current of the Iroquois and Cardinal Rapids should dispense with about 7 miles of canal passage, traversing only the 4,000 feet between the lock and the upper entrance in order to pass the Galops Rapids.

No steps have, so far, been taken towards the enlargement of the 7 miles of the canal east of this lock, beyond the preliminary surveys.

In the river opposite the canal the formation of a new channel through certain shoals in the Galops Rapids was commenced in 1880, and was reported as completed in 1888. The channel so improved is about 3,300 feet in length and 200 feet wide. The intention of the department was to afford a safe passage at a low stage of the river water (9 feet on the mitre sills of the lock at the upper entrance of the old Galops Canal) for vessels drawing 14 feet. It was considered advisable to allow a clear margin of 3 feet below the keel of a vessel of this draught, the depth to be, consequently, 17 feet. The work was believed by the superintending engineer to be completed in 1888, and was so reported by him.

On further examination, however, it was found that at certain points, the depth is less than 17 feet, and under these circumstances a very close examination and survey with a vessel specially fitted with appliances for testing the depth under the difficult conditions of the case has been made under the supervision of Mr. Kennedy, the Chief Engineer to the Montreal Harbour Commissioners, as an independent authority. Mr. Kennedy's report shows that there are obstructions in the channel by which the navigable depth of water, at certain places is reduced considerably below that required for vessels of the draught contemplated.

The new channel has been navigated by many of the large propellers and other vessels drawing over 9 feet of water, but in view of the results of Mr. Kennedy's examination it cannot be regarded, at present, as safe.

To fully carry out the design, some work will be necessary in order to obviate certain cross currents, the action of which required to be ascertained by actual experience after the excavation of the channel.

During the season of 1892, a location survey was completed of what is known as the "north channel," from the head of the Galops Canal to the head of Spencer's Island, a channel which, if improved, would afford a course shorter by $\frac{2}{3}$ of a mile than the southern channel in American waters now in use. (See Appendix 12, page 171.

MURRAY CANAL.

Length between eastern and western pier heads	5 $\frac{1}{2}$ miles.
Breadth at bottom	80 feet.
Depth below lowest known lake level	11 "
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

The works on this canal comprise a cut through the isthmus 4 $\frac{1}{2}$ miles long, and improvements in the way of dredging and other work to the entrance channels at either end, covering a total distance of 9 $\frac{1}{2}$ miles in all. There are no locks. The canal is crossed by four swing bridges.

Its western terminus is near the village of Brighton, in the harbour of Presqu'Île ; from which point to Port Dalhousie, the entrance of the Welland Canal, the distance is less than 120 miles.

The canal is 80 feet wide at the bottom, the depth being, at low water, 12½ feet.

The entrance from the lake to Presqu'Île harbour has a width varying from 1,000 feet outside the main light to 200 feet at the entrance of the channel. The maximum depth at the entrance is 16 feet at low water.

The highest water of the season gave a depth of 14 feet 9 inches, and the lowest a depth of 12 feet.

The canal was closed on the 15th of December, 1892, and reopened on the 13th of April, 1893.

Navigation was maintained satisfactorily and without accident. (Appendix 12, page 175.)

The expenditure on the canal, during the past fiscal year, was as follows :—

Construction, chargeable to capital.....	\$30,838 79
Renewals, chargeable to income.....	Nil.
Repairs	5,341 62
Staff and maintenance	5,499 62
Total	\$41,679 43

WELLAND CANAL.

MAIN LINE, FROM PORT DALHOUSIE, LAKE ONTARIO, TO PORT COLBORNE, LAKE ERIE.

	Old Line.	Enlarged or New Line.
Length of canal.....	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)	26	2
Number of locks { lift.....	1	lift 25
{ guard.....	1 lock 200 x 45	guard 1
Dimensions.....	1 " 200 x 45	} 270 feet x 45 feet.
	1 (tidal) 230 x 45	
	24 locks 150 x 45	
Total rise, or lockage.....	326¾ feet.	326¾ feet.
Depth of water on sills.....	10¼ feet.	14 " "

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to River Welland.....	2,622 feet
" From the canal at Welland to the river, <i>via</i> lock at aqueduct.....	300 "
" Chippawa Cut to River Niagara.....	1,020 "
Number of locks—one at aqueduct and one at Port Robinson.....	2

WELLAND RIVER BRANCH—*Continued.*

Dimensions of locks.....	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland.....	10 feet.
Depth of water on sills.....	9 “ 10 inches.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 by 26½ feet. 1 of 200 by 45 “
Total rise or lockage.....	7 to 8 feet.
Depth of water on sills.....	9 feet.

PORT MAITLAND BRANCH.

Length of canal.....	1½ miles.
Number of locks.....	1
Dimensions of locks.....	185 by 45 feet.
Total rise or lockage.....	7½ feet.
Depth of water on sills.....	11 “

The Welland Canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, 11½ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

The canal was opened in 1883 for vessels drawing 12 feet of water, and in May, 1887, for vessels drawing 14 feet.

The canal was closed to navigation on the 12th of December, 1892, and reopened on the 24th of April, 1893.

On the 24th of October, 1892, the steamer “Arabian” caused serious damage at lock No. 4, the lock gates being carried away, resulting in a delay to navigation of 34 hours.

During the fiscal year there was an increase of 101,640 tons in the registered tonnage of vessels using the canal.

Tables will be found on page 186 showing the highest and lowest depth of water at the new entrance locks at Port Dalhousie and at Port Colborne for each month throughout the past fiscal year.

Details as to repairs executed will be found in the appendices. (See Appendices 15, p. 183 and 16, p. 187.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$ 8,259 94
Renewals, chargeable to income.....	25,103 13
Repairs....	65,016 84
Staff and maintenance.....	104,926 73
Total	<u>\$203,306 64</u>

From the head of the Welland Canal there is a deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and the River St. Mary to within a short distance of the Sault Canal, a distance of about 394 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 390 miles.

SAULT STE. MARIE CANAL.

This canal is being constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, will give communication between Lakes Huron and Superior.

At ordinary stages of the river water there is a difference of 18 feet in the levels of the water above and below this island. The length of the canal across the island is 3,500 feet. A considerable amount of excavation is required to form channels of approach both at the upper and at the lower entrances. The total length of this canal and its approaches will be about 18,100 feet.

For contract purposes, the work was divided into three sections, and contracts were entered into as follows :—For the lower entrance, on the 30th of January, 1889; for the upper entrance, on the 26th March, 1889, and for the canal and lift-lock on the 20th of November, 1888.

The scheme, as covered by these contracts, contemplated a lock chamber 600 feet long and 85 feet wide, with a depth of water on the sills of $16\frac{1}{4}$ feet at the lowest known water level; the width of the gate entrances to the lock to be 60 feet. This lock was designed to pass two vessels at one lockage. The prism of the canal was to be 18 feet below the lowest known water level of the river above St. Mary's Island.

Representations were, however, made by parties concerned in the navigation of this work, urging that the above dimensions should be increased, and under authority of Orders in Council of 21st of May and 3rd of June, 1891, a supplemental agreement was entered into with the contractors for the canal and lock, Messrs. Hugh Ryan & Co., on the 19th of June, 1891, whereby the following dimensions were to be adopted:—Length of lock chamber, 650 feet, width 100 feet, depth of water on the sills 19 feet, the time for completion being extended from the 10th of May, 1892, to the 10th of May, 1893.

In the session of 1891, however, a discussion took place in Parliament as to the desirability of making the entrance of the lock in a straight line with the walls of the chamber, and on the 24th of December, 1891, and 1st of April, 1892, Orders in Council were passed authorizing further changes with this view. A second supplemental agreement was accordingly made with the contractors, thereunder, on the 5th of April, 1892, the dimensions of the lock to be as follows :—Length of chamber 900 feet, width 60 feet throughout, with a depth of 20 feet 3 inches of water on the sills at the lowest recorded stage of the water in the river below the lock, the date for completion being fixed as the 31st of December, 1894.

Later on it became desirable that the work should be completed at an earlier date, and under authority of an Order in Council of the 20th of October, 1892, a further agreement was made with the contractors, on the 8th of November, 1892, for the execution, by the 1st July, 1894, of all the works under their contract, including the deepening

of the canal prism to a further depth of 4 feet, making it 22 feet below the lowest known river level.

By the scheme, as so modified, accommodation will be afforded to three vessels lying in the lock one behind the other, one of the lake type, 320 feet long, and two of the Welland Canal type, 255 feet long, with ready means of entrance and exit on a course through the gates and lock straight with the line of the canal.

The canal proper will have a width at low water level of 152 feet, and a bottom width of 145 feet. The depth will be made suitable to navigation at extreme low water level by vessels drawing 20 feet.

The expenditure on this work during the past fiscal year amounted to \$589,801.25, making the total expenditure up to the 30th of June, 1893, \$1,475,344.45. Since that date and up to the 31st of December, 1893, there has been expended the further sum of \$768,546.30, making the total expenditure \$2,243,890.75.

The masonry of the lock has been all executed, and the remainder of the work is making satisfactory progress, with every prospect of completion in readiness for operation next summer.

Details of the works will be found in the appendices. (See Appendix 6, page 121.)*

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine Canal, the navigation section of the lower River Ottawa, and the Ottawa River Canals, to the city of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine Canal the works constructed to overcome difficulties of navigation are :—

The Ste. Anne's Lock ;	} Ottawa River Canals.
Carillon Canal ;	
Grenville Canal ;	
Rideau Canal ;	

The total lockage (not including that of the Lachine Canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour :—

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
	Miles.	Miles.
The Lachine Canal.....	8½	
From Lachine to Ste. Anne's Lock.....	15	23½
Ste. Anne's Lock and piers.....	½	23½
From Ste. Anne's Lock to Carillon Canal.....	27	50½
The Carillon Canal.....	½	51½
From Carillon Canal to Grenville Canal.....	6½	57½
The Grenville Canal.....	½	63½
From the Grenville Canal to entrance Rideau navigation.....	56	119½
Rideau navigation, ending at Kingston.....	126½	245½

*For information respecting the new American canal, see page lxxvii of the present Report.

STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal.....	$\frac{1}{8}$ mile.	$\frac{1}{8}$ mile.
Number of locks.....	1	1
Dimensions of lock.....	190 x 45 feet.	200 x 45 feet.
Total rise, or lockage.....	3 feet.	3 feet.
Depth of water on sills.....	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's Rapids between Ile Perrot and the head of the island of Montreal, at the outlet of that portion of the Ottawa River which forms the Lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal harbour.

This lock was closed to navigation on the 28th of November, 1892, and reopened on the 29th of April, 1893.

Navigation has been conducted without interruption during the year.

Both the old and the new locks are available. (See Appendix 9, p. 130.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income.....	6,521 88
Repairs.....	2,800 03
Staff and maintenance.....	2,581 08
Total.....	\$11,902 99

THE CARILLON CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	2
Dimensions of locks.....	200 by 45 feet.
Total rise, or lockage.....	16 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	110 "

This canal overcomes the Carillon Rapids. •

From Ste. Anne's Lock to the foot of the Carillon Canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

The canal was closed on the 30th of November, 1892, and reopened on the 1st of May, 1893.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

During the past year the repairing and strengthening of this important work has been continued, a length of 750 feet being repaired during the year. (See Appendix 9, p. 131.)

From the head of the Carillon Canal to the foot of the Grenville Canal there is a navigable stretch of $5\frac{1}{2}$ miles.

GRENVILLE CANAL.

Length of canal.....	5 $\frac{3}{4}$ miles.
Number of locks.....	5
Dimensions of locks.....	200 by 45 feet.
Total rise, or lockage.....	43 $\frac{3}{4}$ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	40 to 50 feet.
Breadth of canal at surface of water.....	50 to 80 “

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa.

The canal was closed on the 30th November, 1892, and reopened on the 1st of May, 1893. (See Appendix 9, page 132.)

The expenditure on these two canals, the Carillon and the Grenville, during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ 207 00
Renewals, chargeable to income.....	42,298 74
Repairs.....	10,669 28
Staff and maintenance.....	16,762 71
Total.....	<u>\$69,937 73</u>

Tables showing the depth of water at the above canals during the past fiscal year will be found in Appendix 9, p. 138.

UPPER OTTAWA RIVER.

CULBUTE LOCKS AND DAMS.

Number of locks.....	2
Dimensions of locks.....	200 by 45 feet.
Total rise, or lockage.....	18 to 20 “
Depth of water on sills.....	5 “
Aggregate length of dams.....	625 “

From the Grenville Canal to the city of Ottawa, a distance of about 56 miles, the river is navigable. Beyond the city, for a distance of 107 miles, to L'Islet or Culbute, continuous navigation is rendered impracticable by the undermentioned rapids :—

The Chaudière, the Des Chênes, the Chats, the Chenaux, the Portage du Fort and the Grand Calumet.

The Culbute works, situated at L'Islet, surmount the Culbute and L'Islet Rapids on the north channel of the Ottawa.

These works comprise two locks and three contiguous dams, all built of wood. The dams reduce the rapids to smooth water, enabling the river to be navigated from the head of the locks to Des Joachims, a distance of 37 miles.

There is a navigation route of 80 miles, with a minimum depth of 7 feet at extreme low water, between Des Joachims and Bryson; making a total above and below Culbute of 117 miles.

The abandonment of this work, and the removal of the dams, which, as was reported last year, is in contemplation, has not yet been carried out. (See Appendix 9, page 133.)

The expenditure on this canal during the fiscal year was as follows :—

Construction, chargeable to capital.....	Nil.
Renewals, chargeable to income.....	\$ 1,420 65
Repairs	13 55
Staff and maintenance	749 00
Total	<u>\$2,183 20</u>

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126½ miles.
Number of locks going from Ottawa to Kingston {	35 ascending. 14 descending.
Total lockage..... 446½ feet {	282½ rise and 164 fall. } at high water.
Dimensions of locks	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several reaches.....	4½ feet.
Breadth of canal reaches at bottom.....	{ 60 " in earth. 54 " in rock.
Breadth at surface of water.....	80 " in earth.

Perth Branch.

Length of canal	6 miles.
Number of locks	2 "
Dimensions of locks	134 feet by 32 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal bottom	40 "
Breadth of canal at surface of water.....	{ 40 " in rock. 64 " in clay.

The Perth branch of the Rideau Canal affords communication between Beveridge's Bay, on Lake Rideau, and the town of Perth.

By an Order in Council dated the 27th of September, 1890, it was declared to be a part of the Rideau Canal.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :—

From the summit, the route towards Ottawa follows the River Rideau, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz. :—

1. The summit level, supplied by the Wolfe Lake system,
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau:
3. The south-west descending level to Kingston, supplied by the Mud Lake system, formerly known as the Devil Lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck Lake and Rock Lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry Lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

The navigation stopped at Ottawa, and at Kingston Mills, on the 30th of November, 1892, and recommenced at Ottawa on the 9th of April, and at Kingston Mills on the 1st of May, 1893.

Throughout the season the water supply required for navigation was maintained.

There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 11, p. 161.)

The expenditure on this canal for the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$	Nil.
Renewals, chargeable to income.....		24,274 71
Repairs.....		18,789 50
Staff and maintenance.....		35,022 49
Total.....		\$78,086 70

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours Lock to the basin of Chambly, thence by the Chambly Canal to St. Johns and the River Richelieu and Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York, the distance is 330 miles.

The following table shows the distance between Sorel and New York :—

Sections of Navigation.	Intermediate Distances in Miles.	Total Distances.
Sorel to St. Ours Lock.....	14	14
St. Ours Lock to Chambly Canal.....	32	46
Chambly Canal.....	12	58
Chambly Canal to Boundary line.....	23	81
Boundary line to Champlain Canal.....	111	192
Champlain Canal to junction with Erie Canal.....	66	258
Erie Canal, from junction, to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK AND DAM.

Length.....	$\frac{1}{8}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise, or lockage.....	5 "
Depth of water on sills.....	7 " at low water.
Length of dam in eastern channel.....	300 "
" " western channel.....	690 "

At St. Ours, fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

Navigation closed on the 30th of November, 1892, and reopened on the 18th of April, 1893.

The season passed without either accident or delay. (See Appendix 9, p. 151.)

The expenditure on this lock during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income.....	Nil.
Repairs.....	1,994 34
Staff and maintenance.....	2,136 66
	<hr/>
	\$ 4,131 00

CHAMBLY CANAL.

Length of canal.....	12 miles
Number of locks.....	9

Dimensions of locks :—

Guard Lock, No. 1, at St. Johns.....	122 feet	} From 22½ to 24 feet wide.
Lift " 2.....	124 "	
" " 3, 4, 5, 6.....	118 "	
" " 7, 8, 9 combined.....	125 "	
Total rise, or lockage.....	74 "	
Depth of water on sills.....	7 "	
Breadth of canal at bottom.....	36 "	
" surface of water.....	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours Lock and Chambly Basin. The canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 1st of December, 1892, and was reopened on the 8th of May, 1893.

There were no accidents, and navigation was uninterrupted.

A description of the several works of repairs and improvement executed during the year will be found in the appendices. (See Appendix 9, p. 145.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital	\$ Nil
Renewals, chargeable to income.....	21,127 65
Repairs.....	12,451 03
Staff and maintenance.....	19,310 29
Total.....	\$ 52,888,97

TRENT RIVER NAVIGATION.

The term "Trent River Navigation" is applied to a series of water stretches which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course in contemplation was as follows :—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton ; from Lake Balsam by a canal and the River Talbot to Lake Simcoe ; thence by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles.

The execution of this scheme, commenced in 1837, was subsequently deferred. By certain works, however, below specified, sections of these waters were made practicable for navigation. A branch of the main route, extending from Sturgeon Lake south, affords communication with the town of Lindsay ; and through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches :—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile Rapids.		9
" Nine Mile Rapids to Percy Landing.....	19½	
" Percy Landing to Heeley's Fall dam.....		14½
" Heeley's Fall Dam to Peterboro'.....	51½	
" Peterboro' to Lakefield.....		9½
" Lakefield to a point across Balsam Lake.....	61	
	132½	32½
Total distance, Bay of Quinté to Balsam Lake.....		165

From Sturgeon Point on Sturgeon Lake, 48½ miles
from Lakefield, the branch through the town of
Lindsay to Port Perry at the head of Lake
Scugog.....

Unnavigable
Miles.

27½

The works by which the Trent Valley navigation has been improved comprise canals, with locks and bridges, at Burleigh Rapids, Buckhorn Rapids and Fenelon Falls; also dams at Lakefield and Young's Point. By these works there is afforded communication between Lakefield, 9½ miles from Peterboro', and Balsam Lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterboro', the dam, at the head of the Nine Mile Rapids of the River Otonabee, maintains navigation on Lake Katchiwannoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchiwannoe and Clear Lake controls the water level through Clear and Stony Lakes up to the foot of the Burleigh Canal. The lock here, it should be observed, is controlled by the Provincial Government.

At Burleigh Rapids, 10 miles from Young's Point, a canal about 2½ miles in length, passes the Burleigh and Lovesick Rapids, and gives communication between Stony Lake and Deer Bay.

At Buckhorn Rapids, 7 miles from Burleigh Rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15½ miles from Buckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length, connects Sturgeon Lake with Cameron Lake.

The following is a list of the locks, with their dimensions:—

1 lock at Rosedale.....100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.

(Maintained by the Ontario Government.)

2 locks at Fenelon.....134' x 33' x 5' 0" to 7' 6" do do

1 do Lindsay..... do 5' 0" to 7' 0" do do

1 do Bobcaygeon... do 5' 8" to 7' 6" do do

1 do Buckhorn..... do 5' 0" to 9' 0" do do

1 do Lovesick..... do 5' 0" to 9' 4" do do

2 do Burleigh..... do 5' 4" to 7' 0" do do

1 do Young's Point. do 5' 0" to 14' 0" do do

(A Provincial Government work.)

1 lock at Peterborough..134' x 33' x 5' 0" to 10' 0" do do

1 do Hastings..... do 7' 0" to 10' 6" do do

1 do Chisholms..... do 5' 0" to 8' 6" do do

The water level during the whole year, was above the average.

Navigation closed on the 26th of November, 1892, and reopened on the 10th of April, 1893.

Details of the several repairs executed will be found in the appendices. (Appendix 10, p. 158.)

The expenditure on this canal system during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ 5,962 47
Renewals, chargeable to income.....	10,838 90
Repairs.....	2,087 17
Staff and maintenance.....	3,739 86
Total.....	<u>\$22,628 40</u>

ST. PETER'S CANAL, CAPE BRETON.

Length of canal.....	About 2,400 feet.
Breadth at water line.....	55 feet.
Lock.....	One tidal lock, 4 pairs of gates.
Dimensions.....	200 feet by 48 feet.
Depth of water on sills.....	18 " at lowest water.
Depth through canal.....	19 "
Extreme rise and fall of tide in St. Peter's Bay.....	4 "

This canal connects St. Peter's Bay, on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or Lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

Navigation was closed on the 9th of January, and reopened on the 24th of April, 1893.

The repairs and improvements carried out are described in the appendices. (See Appendix 18, p. 203.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ 811 59
Renewals, chargeable to income.....	9,987 78
Repairs.....	1,856 30
Staff and maintenance.....	2,938 15
Total.....	<u>\$15,593 82</u>

SOULANGES CANAL.

This work is being constructed on the north side of the River St. Lawrence in place of enlarging the Beauharnois Canal on the south side. It follows a line extending upwards from Cascades Point to Macdonald's Point, near Coteau Landing. The scheme contemplates a canal on a practically straight line, 14 miles long, comprising five lift-locks, overcoming a total rise of 82½ feet. The number of locks on the Beauharnois Canal, including the guard-locks, is nine. The dimensions of the locks will be those of the enlarged system, namely, length 270 feet, width 45 feet, depth of water on sills 14

feet. The estimated cost of the work is \$4,750,000. All the work of construction of the canal and locks has been placed under contract, and is in progress.

Estimated at contract rates, about one-tenth of the work of construction, apart from lock-gates, bridge superstructures, &c., had been executed up to the 30th of September last.

Information will be found in the report of the superintending engineer showing briefly the position of the works. (See Appendix 7, page 124.)

The expenditure on this work for the past fiscal year was \$210,336.24, making a total of \$264,572 up to the 30th of June, 1893. Since that date, there has been expended a further sum of \$366,265.10, making the total expenditure up to the 31st of December, 1893, \$630,837.10.

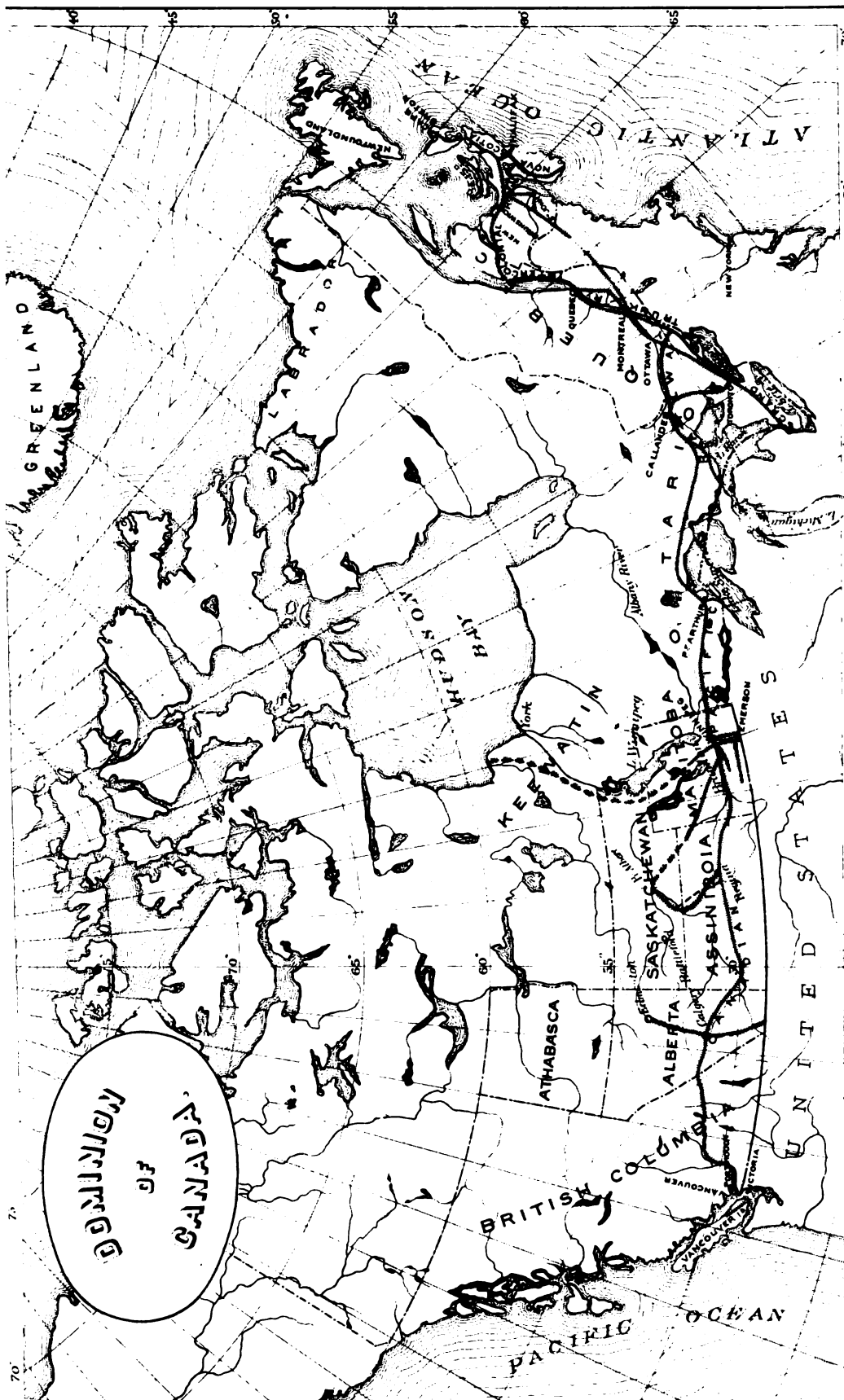
I have the honour to be,

Your Excellency's most obedient servant,

JOHN HAGGART,

Minister of Railways and Canals.

31st December, 1893.



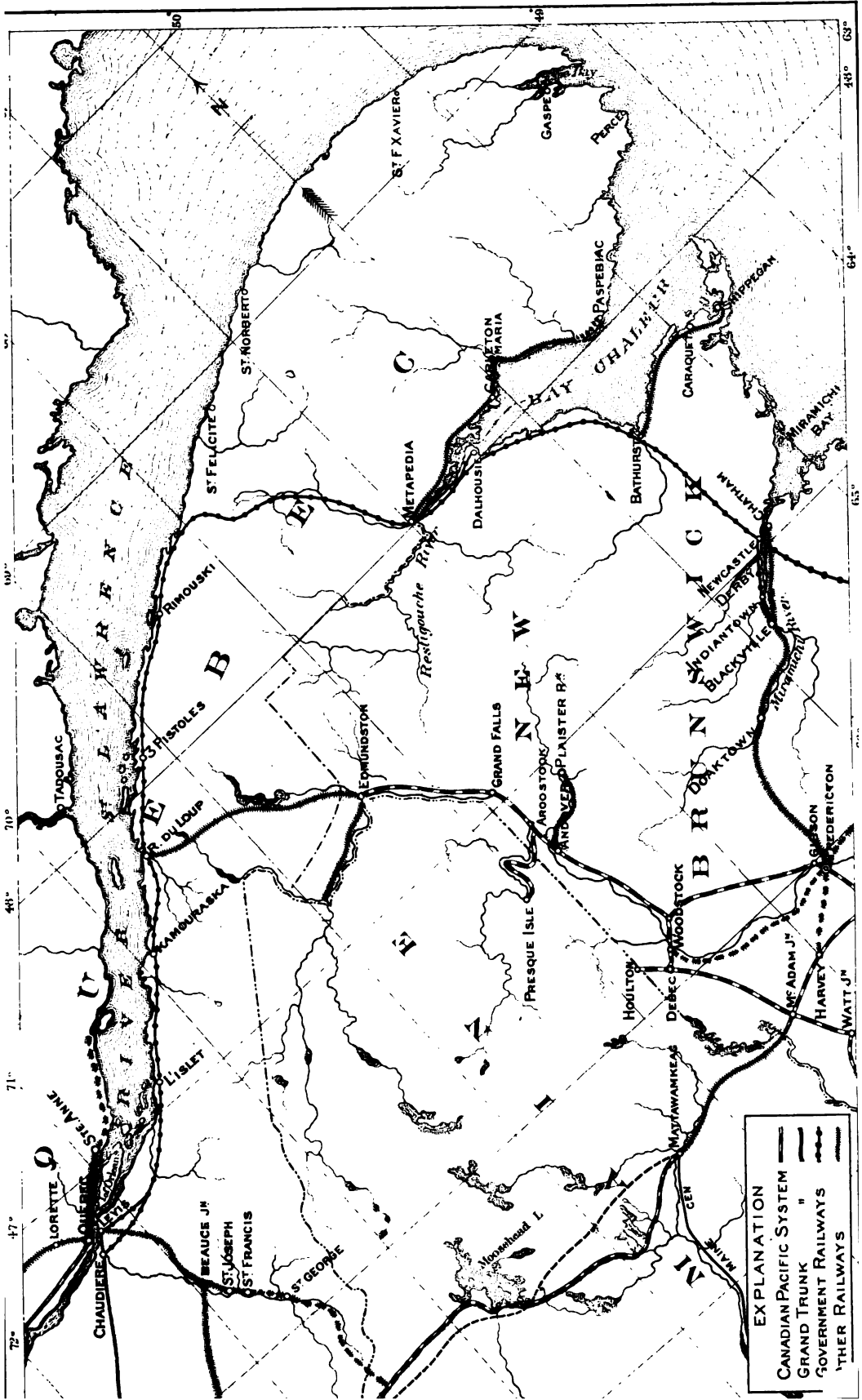
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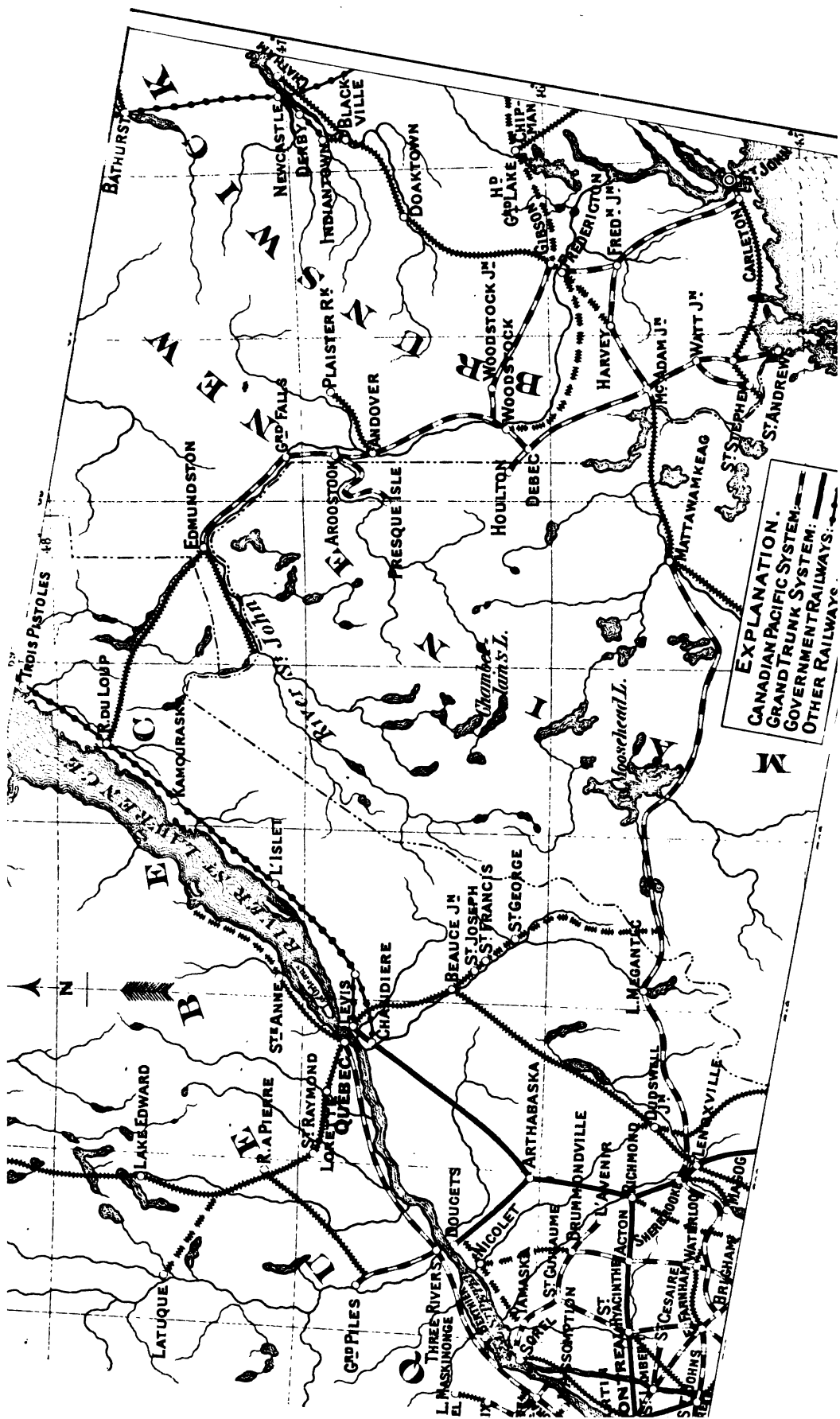
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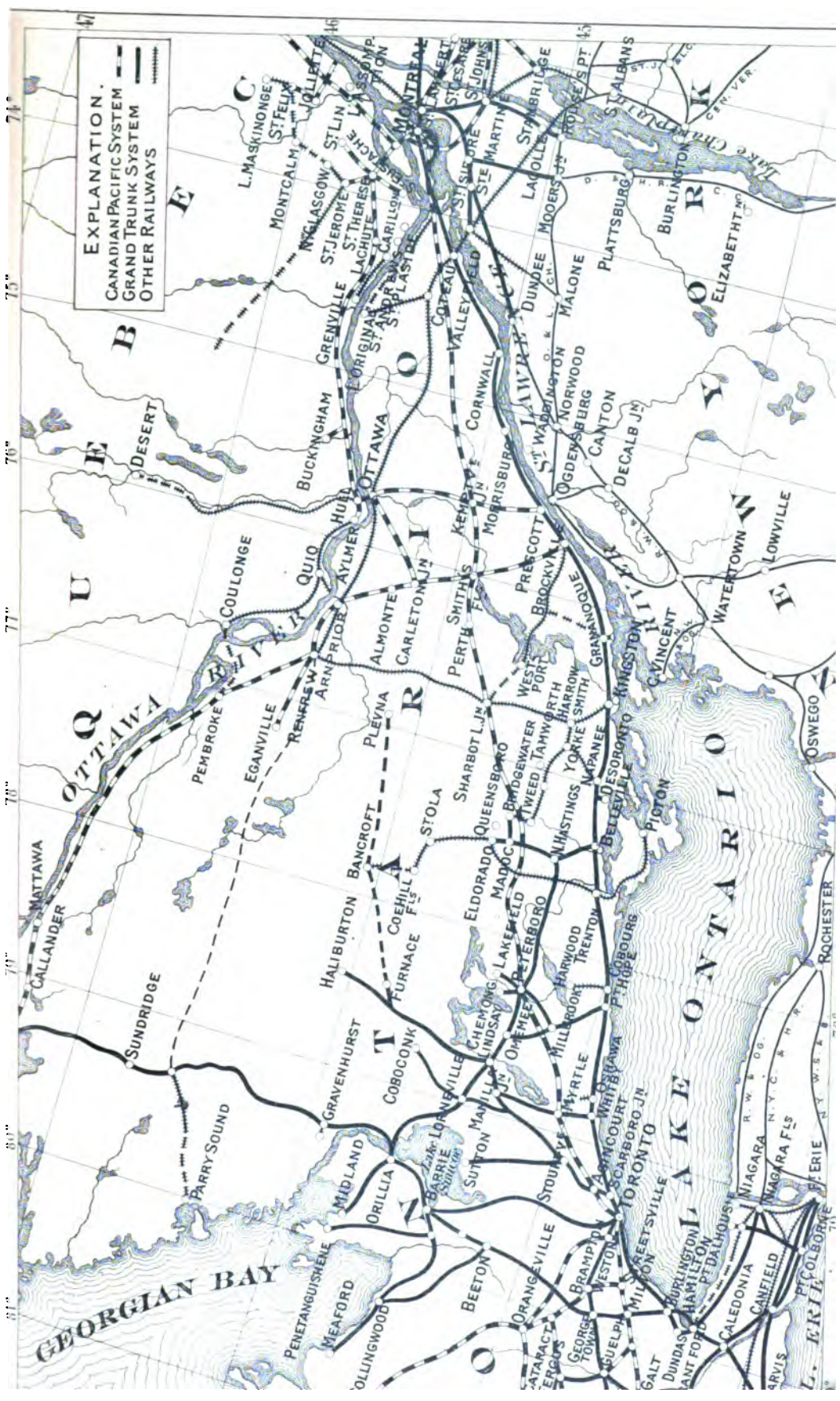
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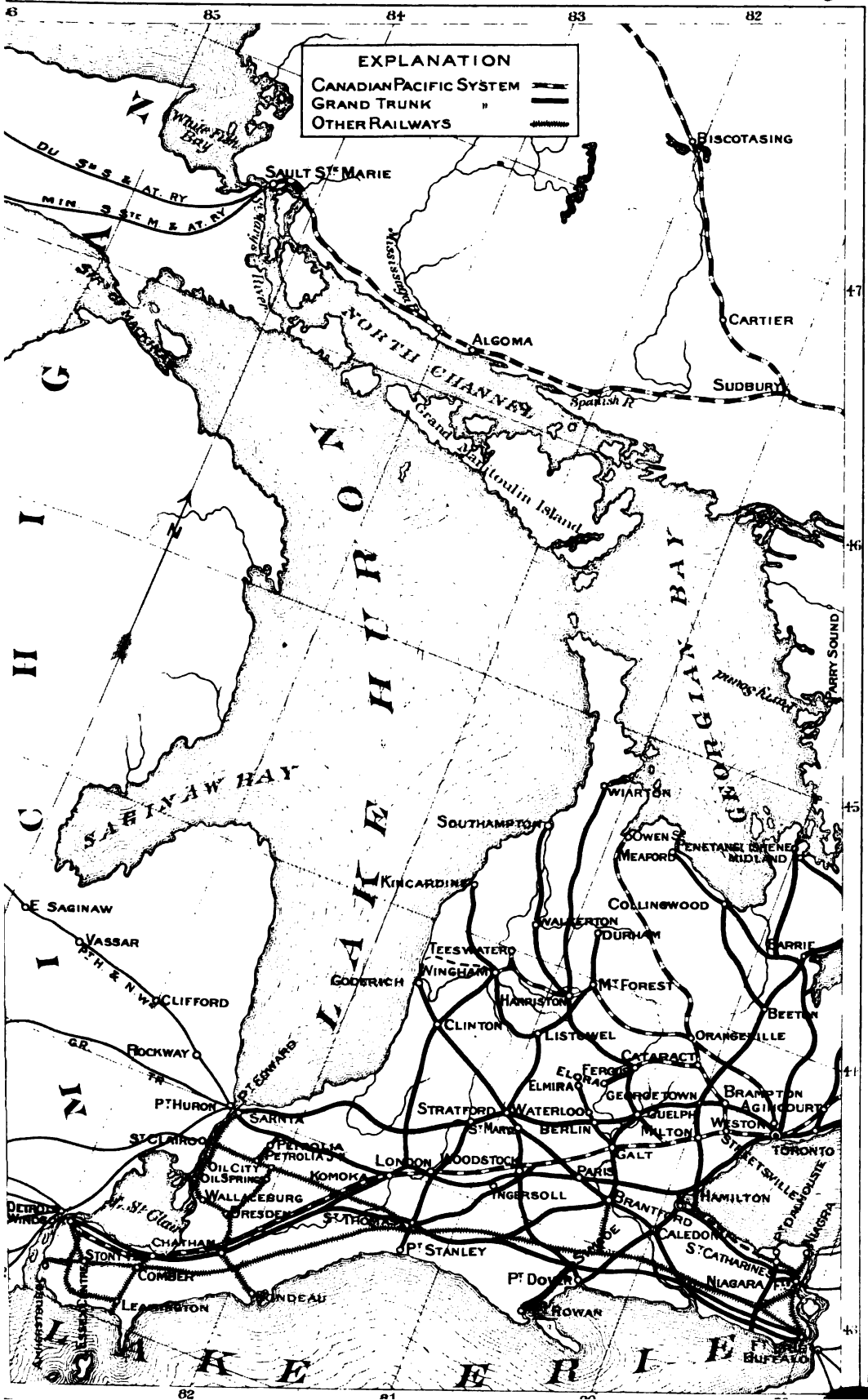


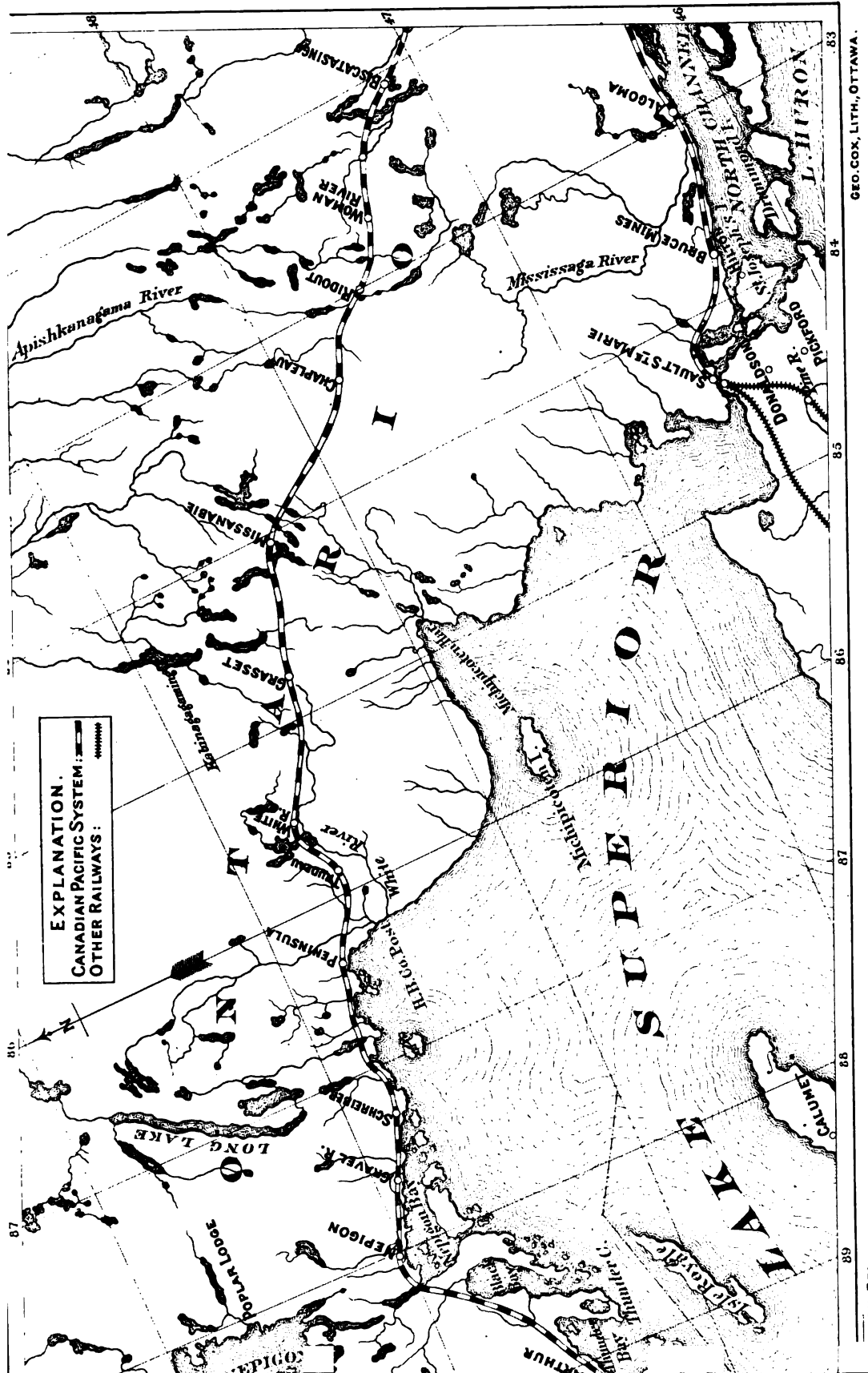


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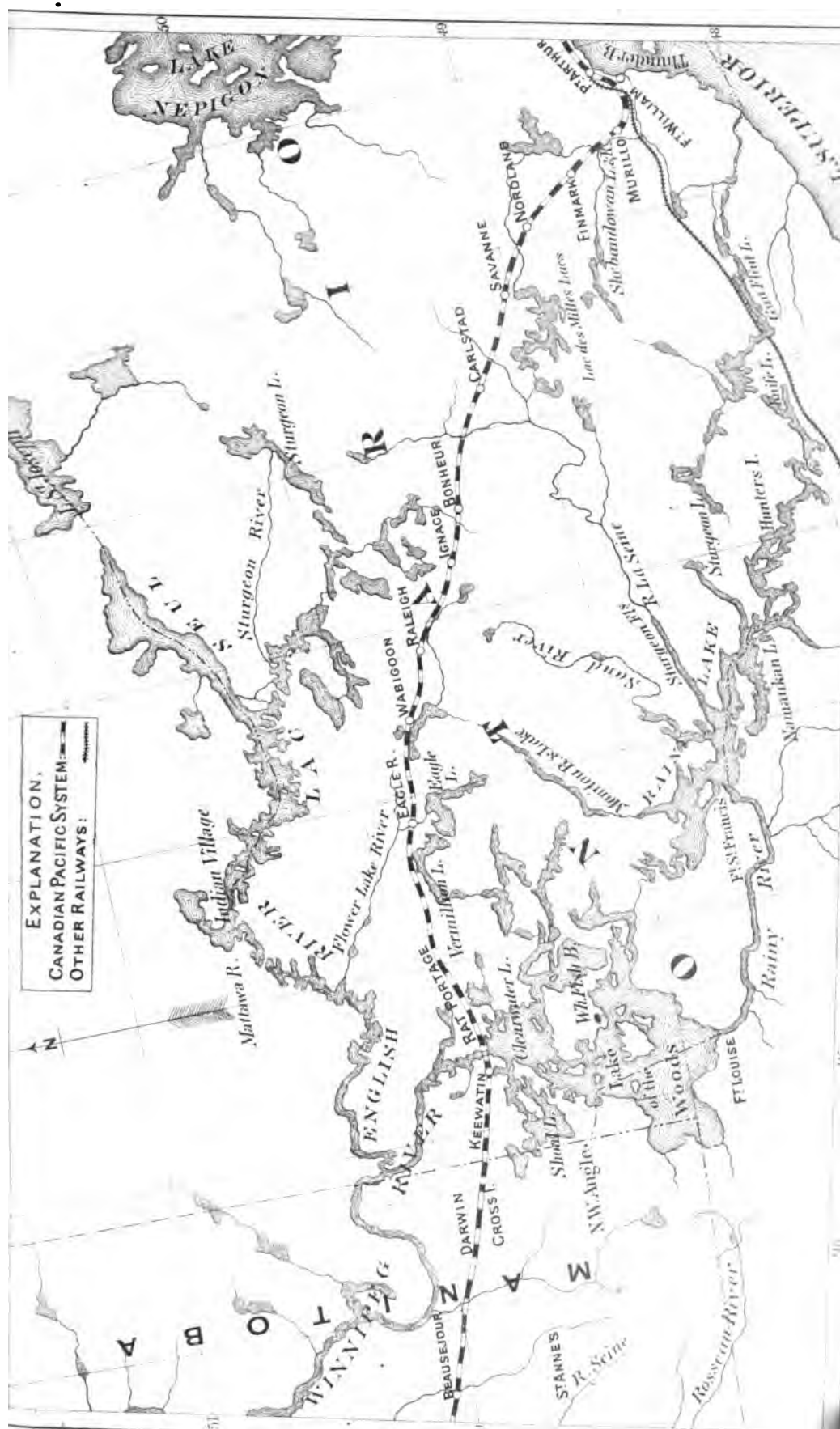






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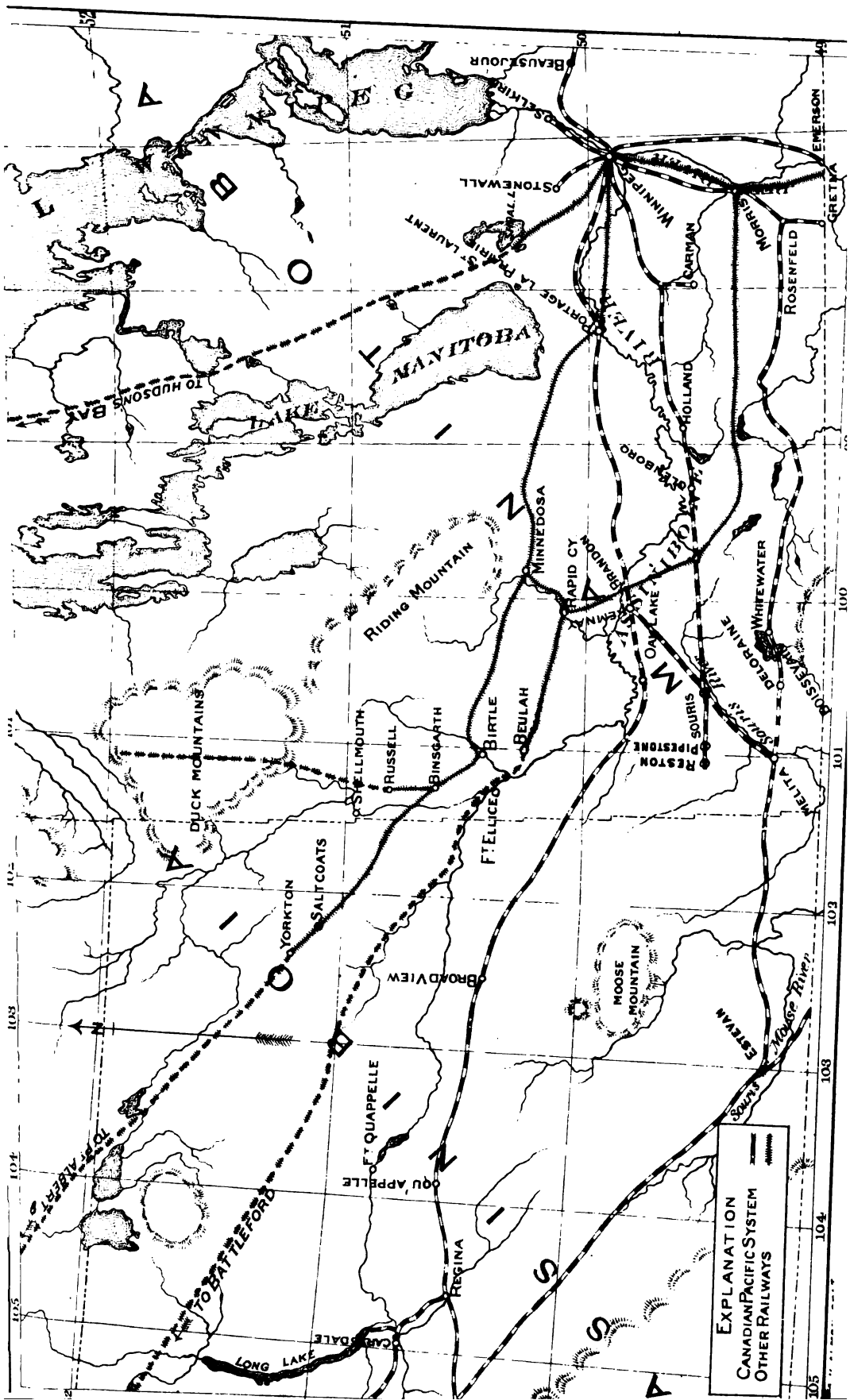
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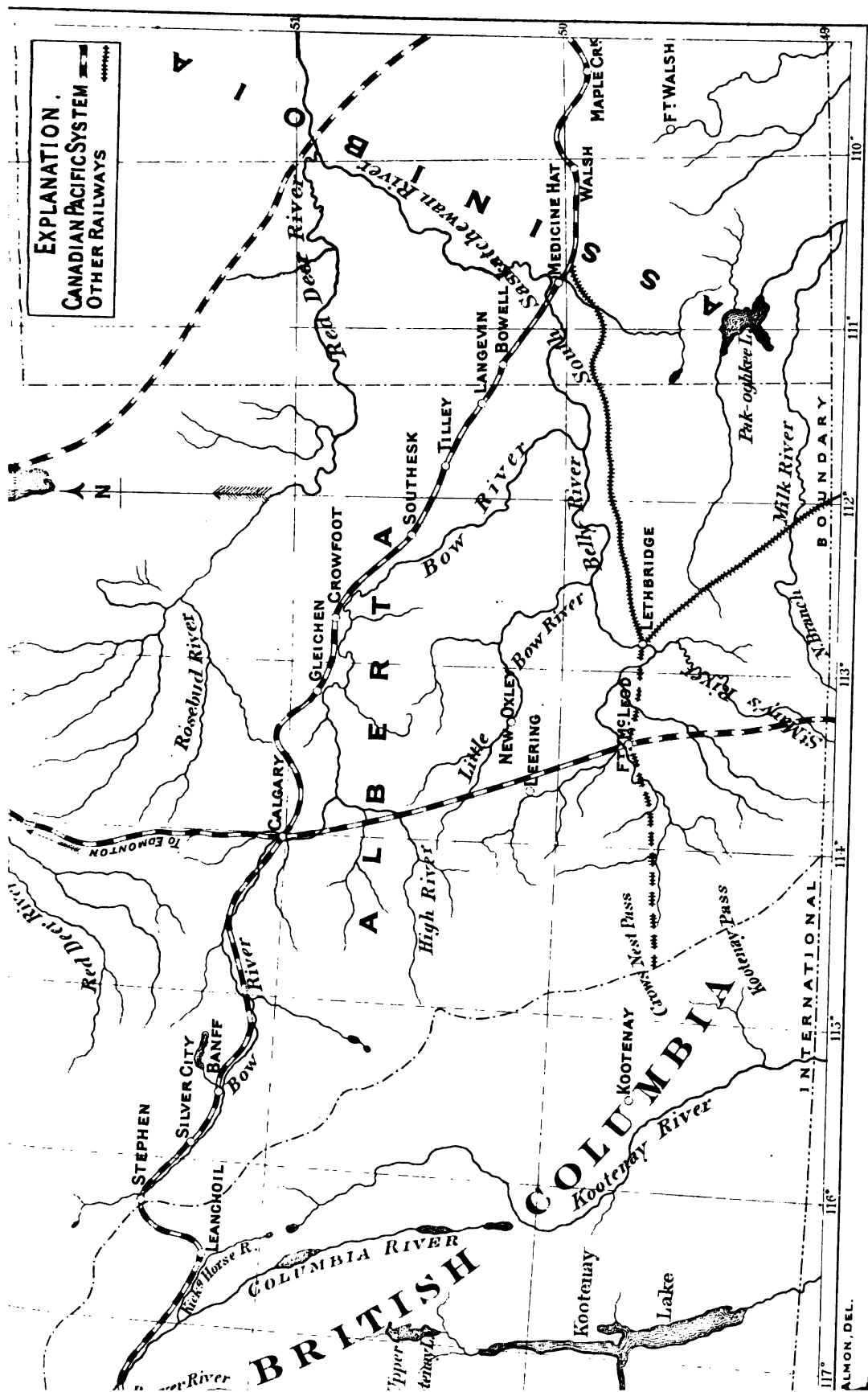


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1893.





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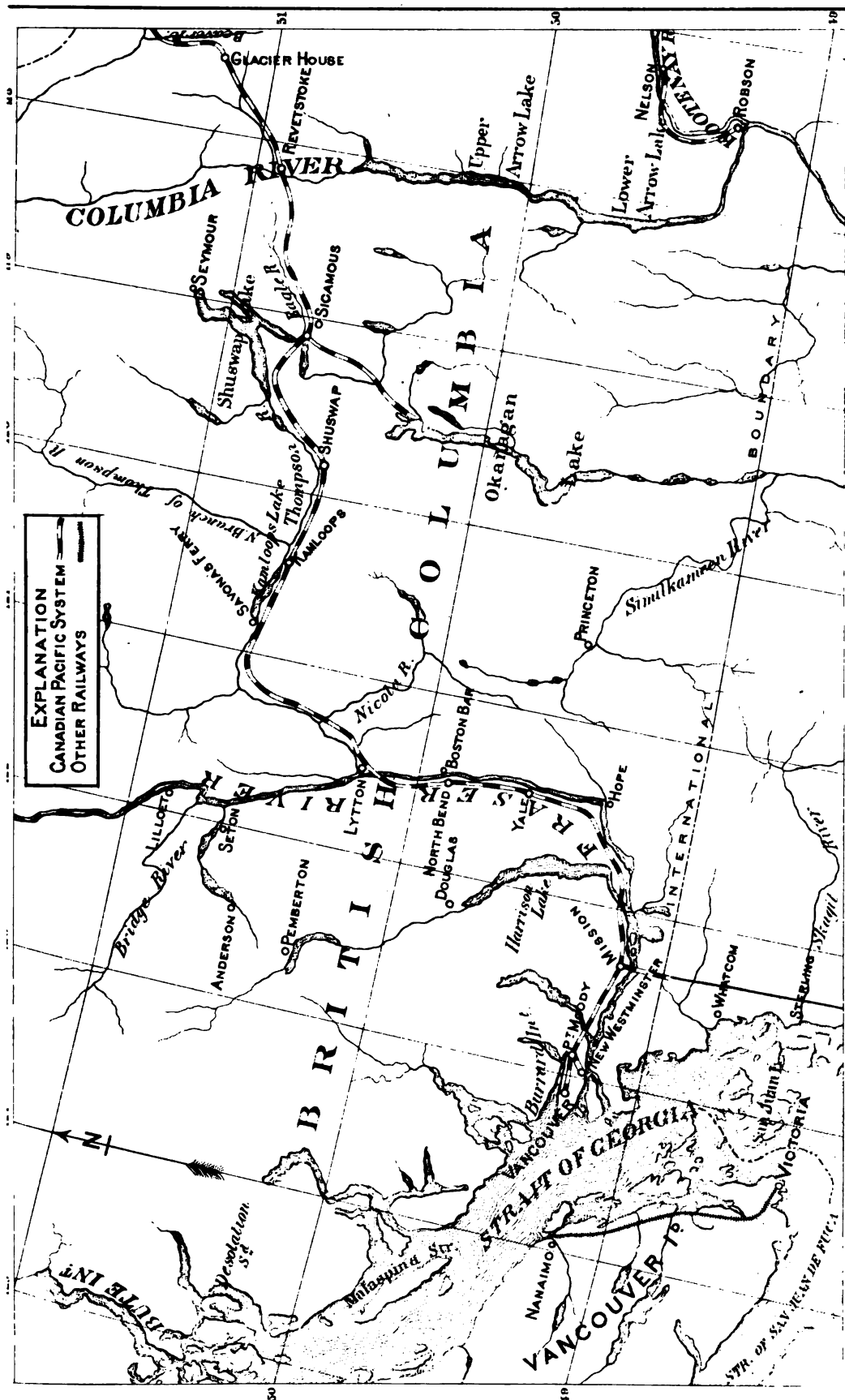
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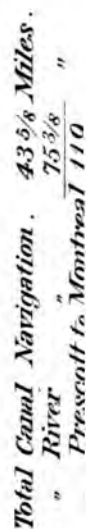


11

12

Shewing the Canals on the S^T LAWRENCE RIVER

between

MONTREAL^{AND} PRESCOTT.

APPENDIX No. I.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ending 30th June, 1893.

Name of Work.	Capital.	Income.	Staff.	Repairs.
CANALS.	\$ cts.	\$ cts.	\$ cts.	\$,cts.
Lachine	445,983 21	50,937 40	53,185 00	51,616 79
Soulanges	210,336 24			
Cornwall	352,536 13		15,173 01	9,688 14
Rapide Plat } Williamsburg Canals. {	217,669 28	3,675 00	8,676 03	8,347 97
Galops	154,524 01			
Welland.	8,259 94	25,103 13	104,926 73	65,016 84
Murray	30,838 79		5,499 62	5,341 34
Trent	5,962 47	10,838 90	3,739 86	2,087 17
(Grenville and Carillon	207 00	42,298 74	16,762 71	10,669 28
St. Peter's	811 59	9,987 78	2,938 15	1,856 30
Sault Ste. Marie	589,801 25			
St. Lawrence River and Canals.	52,643 39			
Chambly		21,127 65	19,310 29	12,451 03
Rideau		24,274 71	35,022 49	18,789 50
Culbute		1,420 65	749 00	13 55
Beauharnois			20,348 34	14,107 11
Ste. Anne's		6,521 88	2,581 08	2,800 03
St. Ours			2,136 66	1,994 34
Miscellaneous works not provided for		1,106 97		
Miscellaneous staff			1,914 86	
Dredge vessels				1,950 61
do Rideau				5,993 13
Salaries and contingencies, canal officers.			39,662 83	
Sunday labour			13,747 45	
Miscellaneous—Gratuities		5,533 00	416 66	
Salaries of engineers, draughtsmen and extra clerks.		28,640 93		
Surveys and inspections, canals.		910 23		
Lachine Canal Commission		948 21		
Total on Canals.	2,069,573 30	233,325 18	346,790 77	212,703 13
RAILWAYS.				
Intercolonial	228,984 79		3,045,317 50	
Windsor Branch			16,889 95	
Prince Edward Island			226,422 17	
Annapolis and Digby	2,190 62			
Canadian Pacific	413,836 49			
Cape Breton	59,982 74			
Oxford and New Glasgow	7,922 80			
Surveys and inspections		4,313 73		
Miscellaneous—Gratuity			280 00	
Railway subsidies	624,794 07			
Total on Railways.	1,337,711 51	4,313 73	3,288,909 62	
Total on Railways and Canals.	3,407,284 81	237,638 91	3,635,700 39	212,703 13

Total amount expended \$7,493,327.24

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

APPENDIX No. 2.

STATEMENTS showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to the 30th June, 1893.

ST. PETER'S CANAL.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					156,523 32			
do	since	do	1868	21,519 72				
do	do	do	1869	70,719 80				
do	do	do	1870			46,193 57		
do	do	do	1871				225 36	555 78
do	do	do	1872				290 00	6,122 07
do	do	do	1873				343 32	6,539 58
do	do	do	1874				725 93	1,558 57
do	do	do	1875	20 97			560 00	889 35
do	do	do	1876	11,125 00			641 55	
do	do	do	1877	63,330 18			600 00	17 45
do	do	do	1878	26,511 51			600 00	
do	do	do	1879	107,337 75			631 50	
do	do	do	1880	80,120 54			400 00	
do	do	do	1881	69,434 76			959 58	
do	do	do	1882	484 00			1,920 54	200 63
do	do	do	1883				2,089 19	232 42
do	do	do	1884	2,471 40			2,601 47	367 85
do	do	do	1885	16,820 15			1,929 11	183 11
do	do	do	1886	2,316 85			2,360 67	297 81
do	do	do	1887	1,087 75		750 00	2,777 13	343 23
do	do	do	1888				3,217 77	1,588 40
do	do	do	1889			500 00	3,085 29	353 38
do	do	do	1890				3,110 15	255 34
do	do	do	1891	972 65		510 53	3,255 30	312 02
do	do	do	1892	14,387 00		30,936 82	3,007 70	1,461 24
do	do	do	1893	811 59		9,987 78	2,938 15	1,856 30
Total.....					645,994 94	88,878 70	38,259 71	23,134 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

STATEMENTS OF THE ACCOUNTANT.

3

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
BAIE VERTE CANAL—SURVEY.

				Year ending 30th June.	Capital.	Income.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
do	since	do		1869		
do	do	do		1870		
do	do	do		1871		17,929 34
do	do	do		1872		6,399 41
do	do	do		1873		14,943 83
do	do	do		1874		4,018 90
do	do	do		1875		443 00
do	do	do		1876		110 75
do	do	do		1877		22 30
do	do	do		1878		
do	do	do		1879		
do	do	do		1880		
do	do	do		1881		520 00
do	do	do		1882		
do	do	do		1883		
do	do	do		1884		
do	do	do		1885		
do	do	do		1886		
do	do	do		1887		
do	do	do		1888		
do	do	do		1889		
do	do	do		1890		
do	do	do		1891		
do	do	do		1892		
do	do	do		1893		
Total.....						44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

DEPARTMENT OF RAILWAYS AND CANALS.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
LACHINE CANAL.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Government.....					40,000 00			
Government expenditure prior to Confederation					2,547,532 85			
do	since	do	1868			1,852 70	13,742 05	10,431 51
do	do	do	1869		2,000 00		14,209 02	12,085 84
do	do	do	1870				15,834 49	13,302 39
do	do	do	1871			12,231 40	17,478 52	15,093 25
do	do	do	1872		36,708 15		16,076 93	12,334 69
do	do	do	1873		7,824 28	35,158 21	23,601 03	34,300 60
do	do	do	1874		158,618 35		25,811 07	22,828 66
do	do	do	1875		197,420 52		28,592 01	30,067 34
do	do	do	1876		327,769 39		33,797 73	29,103 65
do	do	do	1877		1,439,375 73		33,148 86	19,824 33
do	do	do	1878		1,484,619 63		39,062 97	13,646 41
do	do	do	1879		958,053 30		42,338 84	12,400 78
do	do	do	1880		369,566 74		38,950 90	10,223 62
do	do	do	1881		292,165 51		39,027 99	19,888 33
do	do	do	1882		252,821 33	2,978 66	41,158 90	17,116 46
do	do	do	1883		396,496 96	1,859 68	45,554 91	18,199 59
do	do	do	1884		188,266 18		48,624 51	19,685 24
do	do	do	1885		111,215 23		49,004 85	20,199 78
do	do	do	1886		210,509 42		50,969 10	19,199 18
do	do	do	1887		28,772 52	12,981 59	53,113 97	22,567 81
do	do	do	1888		19,414 34	7,996 38	52,229 61	19,999 64
do	do	do	1889		76,032 96	972 71	54,110 67	22,957 71
do	do	do	1890		7,448 03	8,238 46	53,114 34	22,999 38
do	do	do	1891		217 53	16,555 75	50,721 69	36,292 38
do	do	do	1892		87,852 35	27,480 80	52,729 37	67,499 62
do	do	do	1893		445,983 21	50,937 40	53,185 00	51,616 79
Total					9,686,684 51	178,843 74	906,189 33	593,853 58

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation				1,611,424 11				
do	since	do	1868		63,193 75	9,349 99	6,216 98	
do	do	do	1869		55 00	9,626 99	6,498 57	
do	do	do	1870		27 50	10,117 57	6,384 1	
do	do	do	1871			12,316 53	5,722 36	
do	do	do	1872		27 50	11,792 46	15,733 38	
do	do	do	1873		5,122 50	12,210 73	9,882 06	
do	do	do	1874		26 00	15,392 51	10,990 56	
do	do	do	1875		36 00	14,399 32	12,253 01	
do	do	do	1876			14,465 86	17,170 83	
do	do	do	1877			14,377 63	15,207 36	
do	do	do	1878			14,383 37	9,861 05	
do	do	do	1879			15,015 86	10,370 71	
do	do	do	1880		266 15	15,362 61	8,997 34	
do	do	do	1881			17,659 93	10,770 67	
do	do	do	1882			18,804 53	20,813 86	
do	do	do	1883		6,727 44	18,287 77	15,826 71	
do	do	do	1884		3,277 98	19,107 38	16,232 61	
do	do	do	1885		7,999 79	18,960 40	14,637 70	
do	do	do	1886		8,491 80	19,228 90	14,356 00	
do	do	do	1887		3,633 57	18,867 45	14,999 88	
do	do	do	1888		14,411 97	19,325 05	14,285 98	
do	do	do	1889		10,993 52	20,019 11	14,982 54	
do	do	do	1890			19,847 42	14,999 20	
do	do	do	1891		17,085 68	18,886 86	12,537 39	
do	do	do	1892		1,696 23	20,050 01	14,999 80	
do	do	do	1893			20,348 34	14,107 11	
Total				1,611,690 26	142,806 23	418,204 58	328,838 47	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

				Year ending 30th June.	Chargeable to Capital.	Chargeable to Income.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868	18,442 85	98,378 46
do	since	do	.....	1869		
do	do	do	.....	1870		
do	do	do	.....	1871		
do	do	do	.....	1872		
do	do	do	.....	1873	33,241 69	
do	do	do	.....	1874	26,541 30	
do	do	do	.....	1875	20,611 36	
do	do	do	.....	1876	50,215 47	
do	do	do	.....	1877	47,377 31	
do	do	do	.....	1878	5,570 46	
do	do	do	.....	1879	9,265 77	
do	do	do	.....	1880	9,214 56	
do	do	do	.....	1881	6,927 96	
do	do	do	.....	1882	28,933 45	
do	do	do	.....	1883	44,874 31	
do	do	do	.....	1884	89,846 03	
do	do	do	.....	1885	115,110 17	
do	do	do	.....	1886	116,051 73	
do	do	do	.....	1887	74,437 31	
do	do	do	.....	1888	56,482 85	
do	do	do	.....	1889	18,493 92	
do	do	do	.....	1890	23,979 91	
do	do	do	.....	1891	35,137 25	
do	do	do	.....	1892	59,779 31	
do	do	do	.....	1893	52,643 39	
Total					943,178 36	98,378 46

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

DEPARTMENT OF RAILWAYS AND CANALS.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
CORNWALL CANAL.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868	1,933,152 69			
do	since	do	1869	1869		2,786 00	11,244 47	3,774 18
do	do	do	1870	1870	10,692 04		10,347 91	3,859 14
do	do	do	1871	1871		17,780 05	10,368 16	7,145 42
do	do	do	1872	1872		7 50	11,848 39	8,891 61
do	do	do	1873	1873		10,000 21	10,594 30	8,163 70
do	do	do	1874	1874		1,011 75	13,042 25	12,467 65
do	do	do	1875	1875			13,405 20	7,610 70
do	do	do	1876	1876	1,780 00		13,351 91	7,097 34
do	do	do	1877	1877			13,320 61	6,423 67
do	do	do	1878	1878	49,211 37		13,375 70	6,440 54
do	do	do	1879	1879	145,015 45		13,825 50	4,935 21
do	do	do	1880	1880	143,092 05		13,817 96	4,983 15
do	do	do	1881	1881	109,454 95		14,440 33	9,735 76
do	do	do	1882	1882	53,948 14		15,173 60	5,524 10
do	do	do	1883	1883	44,587 61		15,052 20	6,634 62
do	do	do	1884	1884	21,728 93		18,283 67	8,361 71
do	do	do	1885	1885	23,018 13		18,475 48	9,007 73
do	do	do	1886	1886	62,034 90	16,298 96	15,988 96	12,368 51
do	do	do	1887	1887	57,820 83	6,960 95	15,994 80	11,832 83
do	do	do	1888	1888	46,966 43		17,520 54	12,100 29
do	do	do	1889	1889	67,945 74		16,938 54	13,942 64
do	do	do	1890	1890	163,993 85		17,890 55	58,205 26
do	do	do	1891	1891	365,038 01	2,000 00	17,063 49	12,758 18
do	do	do	1892	1892	599,001 85	1,469 98	16,077 72	9,830 05
do	do	do	1893	1893	398,555 25	2,345 26	15,596 66	9,864 36
do	do	do	1893	1893	352,536 13		15,173 01	9,668 14
Total					4,649,574 35	60,650 66	378,211 91	271,626 49

WILLIAMSBURG CANALS.

(Government expenditure prior to Confederation				1868	1,320,655 54			
do	since	do	1869	1869			5,745 97	6,442 41
do	do	do	1870	1870			5,769 81	5,670 88
do	do	do	1871	1871			5,573 13	6,546 16
do	do	do	1872	1872			6,382 17	5,308 41
do	do	do	1873	1873		1,077 00	5,542 94	3,230 07
do	do	do	1874	1874			6,424 49	7,347 75
do	do	do	1875	1875			6,857 19	7,395 92
do	do	do	1876	1876			6,547 62	4,110 29
do	do	do	1877	1877			7,418 39	11,690 98
do	do	do	1878	1878			7,388 08	10,053 61
do	do	do	1879	1879			7,430 11	4,449 78
do	do	do	1880	1880			7,517 20	3,549 71
do	do	do	1881	1881			7,590 15	3,999 77
do	do	do	1882	1882			7,572 35	5,020 73
do	do	do	1883	1883			7,589 44	7,447 69
do	do	do	1884	1884	13 19		7,423 48	7,299 39
do	do	do	1885	1885	2,473 44		7,757 04	7,349 37
do	do	do	1886	1886	103,237 12		7,696 67	8,198 03
do	do	do	1887	1887	149,835 71		7,671 54	7,847 05
do	do	do	1888	1888	115,853 00		7,635 54	7,904 76
do	do	do	1889	1889	70,128 29	1,613 67	7,646 79	8,190 13
do	do	do	1890	1890	59,867 26		7,485 28	8,794 61
do	do	do	1891	1891	139,078 37		8,954 53	8,191 69
do	do	do	1892	1892	230,670 60		8,678 25	7,987 40
do	do	do	1893	1893	376,545 32	797 83	9,458 33	8,551 32
do	do	do	1893	1893	372,193 29	3,675 00	8,676 03	8,347 97
Total					2,940,551 13	7,163 50	190,432 52	180,925 88

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.LEONARD SHANNON,
Accountant.

STATEMENTS OF THE ACCOUNTANT.

7

STATEMENTS showing the amounts expended on Constructions, Renewals, &c.—*Con.*

WELLAND CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.		222,220 00			
Government expenditure prior to Confederation		7,416,019 83			
do since do ..	1868	12,097 84		37,679 05	38,852 96
do do do ..	1869	43,486 36		39,060 61	50,773 03
do do do ..	1870		22,173 72	40,340 45	65,099 19
do do do ..	1871		48,569 10	42,383 33	53,381 02
do do do ..	1872	53,680 32	6,022 44	37,085 37	50,276 90
do do do ..	1873	82,282 20	47,876 27	45,382 99	66,550 73
do do do ..	1874	746,420 61		50,966 48	103,666 99
do do do ..	1875	1,047,119 91		52,595 00	88,539 99
do do do ..	1876	1,569,478 19	700 00	57,623 31	81,376 12
do do do ..	1877	2,199,962 61		59,963 47	49,783 93
do do do ..	1878	2,138,392 99		60,138 59	66,393 53
do do do ..	1879	1,552,697 41		59,942 23	56,755 57
do do do ..	1880	1,252,924 75		63,198 10	76,535 25
do do do ..	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
do do do ..	1882	603,402 17	13,664 80	74,641 51	84,374 97
do do do ..	1883	549,433 29	5,979 03	109,207 21	72,707 62
do do do ..	1884	432,336 21		113,276 87	90,926 97
do do do ..	1885	463,505 38	6,150 21	112,670 00	91,534 66
do do do ..	1886	215,380 75	1,359 00	111,660 22	69,507 48
do do do ..	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do do do ..	1888	429,720 94	10,740 86	110,806 01	86,518 97
do do do ..	1889	225,910 21	43,803 80	113,587 05	77,547 77
do do do ..	1890	117,633 22	51,648 28	109,202 02	72,686 19
do do do ..	1891	36,371 03	19,767 73	107,662 63	82,548 30
do do do ..	1892	29,541 21	9,008 80	104,673 73	73,771 87
do do do ..	1893	8,259 94	25,103 13	104,926 73	65,016 84
Total		23,762,294 61	322,989 63	1,984,442 69	1,861,727 18

STE. ANNE'S LOCK AND CANAL.

Government expenditure prior to Confederation		134,456 51			
do since do ..	1868			778 16	432 47
do do do ..	1869			1,062 96	1,873 51
do do do ..	1870			1,136 54	1,280 36
do do do ..	1871			1,285 84	1,539 02
do do do ..	1872		1,939 46	1,106 80	1,393 63
do do do ..	1873		540 11	2,199 64	1,264 40
do do do ..	1874	12,753 27		2,614 90	7,208 63
do do do ..	1875	32,627 71		1,859 20	4,506 68
do do do ..	1876	24,935 85		1,952 14	4,033 72
do do do ..	1877	30,003 08		1,982 65	1,756 93
do do do ..	1878	14,618 85		2,057 32	541 95
do do do ..	1879	22,113 02		2,202 03	3,259 70
do do do ..	1880	3,054 68		2,152 57	1,704 71
do do do ..	1881	69,042 76		2,553 02	3,257 92
do do do ..	1882	193,158 36		2,611 30	2,343 99
do do do ..	1883	172,959 95		2,569 86	3,448 83
do do do ..	1884	142,006 25		2,775 32	2,725 49
do do do ..	1885	93,679 57		2,618 60	4,042 04
do do do ..	1886	129,681 67		2,611 90	5,803 01
do do do ..	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do ..	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do ..	1889	24,786 33		2,569 22	1,730 79
do do do ..	1890	6,151 14		2,571 04	1,525 51
do do do ..	1891		8,173 69	2,505 69	1,503 56
do do do ..	1892		25,471 61	2,571 28	1,666 21
do do do ..	1893		6,521 88	2,581 08	2,800 03
Total		1,170,215 63	50,073 44	55,972 08	64,523 80

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
CARILLON AND GRENVILLE CANALS.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868	63,053 64	19,817 22	6,301 88	8,911 28
do	since	do	1869	1869			6,549 38	10,157 42
do	do	do	1870	1870		4,167 96	6,617 81	9,852 09
do	do	do	1871	1871		23,119 37	8,676 90	8,218 24
do	do	do	1872	1872	165,257 28		8,324 51	17,235 31
do	do	do	1873	1873	133,199 10	3,051 38	10,068 28	8,781 50
do	do	do	1874	1874	245,258 38		10,710 88	10,605 82
do	do	do	1875	1875	339,864 76		10,378 57	18,520 44
do	do	do	1876	1876	326,203 16		10,764 38	11,475 96
do	do	do	1877	1877	245,738 04		11,050 27	10,304 06
do	do	do	1878	1878	22,676 20		11,401 30	5,082 72
do	do	do	1879	1879	243,141 24		11,501 22	7,629 98
do	do	do	1880	1880	281,514 27		11,959 14	7,625 54
do	do	do	1881	1881	336,707 53		13,059 18	8,076 91
do	do	do	1882	1882	433,084 39		14,387 49	7,582 68
do	do	do	1883	1883	433,575 10		17,479 58	8,310 02
do	do	do	1884	1884	399,267 16		17,393 91	7,918 42
do	do	do	1885	1885	157,187 72		19,702 30	10,429 26
do	do	do	1886	1886	104,973 24	75 00	20,597 82	9,303 31
do	do	do	1887	1887	20,747 11		20,011 36	10,554 41
do	do	do	1888	1888	38,996 29		21,531 12	10,036 62
do	do	do	1889	1889	298 17		22,098 88	10,135 66
do	do	do	1890	1890	17 58	4,526 61	15,896 16	7,582 38
do	do	do	1891	1891		4,395 25	21,230 22	10,796 68
do	do	do	1892	1892	34,585 64	15,036 48	17,458 69	8,620 15
do	do	do	1893	1893	207 00	42,298 74	16,762 71	10,669 28
Total.....					4,025,553 00	116,488 01	361,913 94	254,416 14

CULBUTE LOCK AND DAM.

Government expenditure since Confederation.				1868				
do	do	do	1869	1869				
do	do	do	1870	1870				
do	do	do	1871	1871				
do	do	do	1872	1872				
do	do	do	1873	1873		835 53		
do	do	do	1874	1874		38,388 99		
do	do	do	1875	1875	63,650 29			
do	do	do	1876	1876	76,842 44			
do	do	do	1877	1877	56,081 87			
do	do	do	1878	1878	5,933 53			
do	do	do	1879	1879	20,694 19			
do	do	do	1880	1880	16,688 20		202 50	259 31
do	do	do	1881	1881	4,721 62		962 85	
do	do	do	1882	1882	29,567 15		790 00	162 33
do	do	do	1883	1883	14,249 60		695 00	288 99
do	do	do	1884	1884	8,151 16		733 50	
do	do	do	1885	1885	19,071 76		730 00	572 75
do	do	do	1886	1886	26,385 27		730 00	2,396 14
do	do	do	1887	1887	7,760 88		730 00	967 33
do	do	do	1888	1888	7,573 99		739 50	730 60
do	do	do	1889	1889	17,112 01		1,050 00	116 53
do	do	do	1890	1890	2,818 35		747 83	
do	do	do	1891	1891	2,183 15	9,122 05	745 25	499 91
do	do	do	1892	1892		1,546 25	736 00	
do	do	do	1893	1893		1,420 65	749 00	13 55
Total.....					379,494 46	51,313 47	10,341 43	6,007 44

LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

Accountant.

STATEMENTS OF THE ACCOUNTANT.

9

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

RIDEAU CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
do since do	1868		7,298 12	18,397 28	16,475 21
do do do	1869			19,250 71	13,140 77
do do do	1870		13 16	20,022 37	19,469 33
do do do	1871		11,732 98	22,814 58	18,120 52
do do do	1872		4,967 50	22,139 48	14,005 32
do do do	1873		18,070 97	22,841 51	26,074 49
do do do	1874		5,793 13	26,815 44	22,957 40
do do do	1875	9,310 85		26,553 37	19,699 81
do do do	1876	2,163 96		26,430 77	14,428 25
do do do	1877	214 11		25,959 56	14,198 18
do do do	1878			26,651 51	11,034 22
do do do	1879	7,703 88		26,042 52	7,134 55
do do do	1880			26,463 88	11,434 05
do do do	1881		133 50	26,024 71	8,627 00
do do do	1882			26,915 29	13,860 28
do do do	1883		70 65	27,322 81	23,524 84
do do do	1884		4,597 50	26,938 95	19,245 02
do do do	1885		2,098 76	26,971 32	18,189 55
do do do	1886		550 00	27,045 95	35,648 04
do do do	1887		20,823 96	29,440 46	18,565 34
do do do	1888		18,889 48	33,458 83	25,478 87
do do do	1889		6,665 22	33,801 77	18,106 36
do do do	1890		21,124 10	34,270 57	18,025 21
do do do	1891		20,967 25	34,641 98	21,537 56
do do do	1892		31,363 23	35,500 82	21,507 16
do do do	1893		24,274 71	35,022 49	18,789 50
Total		4,084,156 87	199,434 25	707,738 93	469,276 83

ST. OURS LOCK.

Government expenditure prior to Confederation		121,537 65			
do since do	1868			1,532 75	753 74
do do do	1869			1,755 15	1,399 18
do do do	1870			1,458 09	1,006 22
do do do	1871			1,414 48	1,210 98
do do do	1872			1,565 80	1,263 19
do do do	1873			2,076 50	1,575 10
do do do	1874			2,219 13	2,363 42
do do do	1875			1,362 22	1,245 69
do do do	1876			1,403 92	1,601 71
do do do	1877			1,533 40	750 80
do do do	1878			1,556 65	283 77
do do do	1879			1,581 55	456 07
do do do	1880			1,614 01	705 54
do do do	1881			1,741 97	1,299 77
do do do	1882			2,002 71	1,902 41
do do do	1883		17,230 32	2,361 65	2,188 08
do do do	1884		5,279 17	2,315 37	1,494 99
do do do	1885		4,700 64	2,271 57	3,652 63
do do do	1886			2,311 70	4,143 47
do do do	1887			2,175 37	5,864 78
do do do	1888			2,216 04	2,801 17
do do do	1889		17,964 45	2,421 14	2,002 63
do do do	1890		24,571 96	2,138 40	1,935 44
do do do	1891		21,696 74	2,011 08	4,460 16
do do do	1892		3,585 34	2,168 44	1,944 33
do do do	1893			2,136 66	1,994 34
Total		121,537 65	95,028 62	49,345 75	50,299 61

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
CHAMBLY CANAL.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					634,711 76			
do	since	do	1868				8,312 90	9,355 70
do	do	do	1869				8,437 22	13,120 97
do	do	do	1870				8,934 41	20,180 73
do	do	do	1871			2,639 85	10,214 71	22,426 33
do	do	do	1872			1,906 40	9,628 50	22,327 99
do	do	do	1873			759 00	10,390 44	11,789 27
do	do	do	1874			2,810 00	11,675 67	16,427 19
do	do	do	1875		2,415 00		12,201 99	16,306 91
do	do	do	1876				10,593 14	13,273 56
do	do	do	1877		80 00		10,281 78	10,111 32
do	do	do	1878				10,413 99	6,022 96
do	do	do	1879				11,301 53	8,809 77
do	do	do	1880				11,516 22	12,377 17
do	do	do	1881				13,950 47	20,706 17
do	do	do	1882			31,796 41	16,686 78	16,843 60
do	do	do	1883			21,332 36	15,904 38	15,182 24
do	do	do	1884			41,640 77	18,448 85	12,003 34
do	do	do	1885			21,049 23	18,378 55	13,046 95
do	do	do	1886			14,547 27	19,501 28	11,999 77
do	do	do	1887			17,911 17	19,053 62	20,071 37
do	do	do	1888			65,536 64	20,073 60	11,823 74
do	do	do	1889			51,437 87	19,679 22	19,392 18
do	do	do	1890			23,221 48	19,655 38	14,399 93
do	do	do	1891			43,344 41	19,204 76	11,399 93
do	do	do	1892			38,353 99	19,665 22	12,976 48
do	do	do	1893			21,127 65	19,310 29	12,451 03
Total					637,206 76	399,614 50	373,414 90	374,826 17

MURRAY CANAL.

Government expenditure prior to Confederation								
do	since	do	1868			400 00		
do	do	do	1869					
do	do	do	1870					
do	do	do	1871					
do	do	do	1872					
do	do	do	1873					
do	do	do	1874					
do	do	do	1875					
do	do	do	1876					
do	do	do	1877					
do	do	do	1878					
do	do	do	1879					
do	do	do	1880					
do	do	do	1881					
do	do	do	1882		7,135 63			
do	do	do	1883		84,071 68			
do	do	do	1884		118,187 43			
do	do	do	1885		148,902 66			
do	do	do	1886		179,704 52			
do	do	do	1887		142,563 66			
do	do	do	1888		146,754 37			
do	do	do	1889		215,326 46			
do	do	do	1890		106,760 35		494 31	
do	do	do	1891		61,260 49		5,137 03	173 53
do	do	do	1892		5,964 22		5,803 48	3,505 34
do	do	do	1893		30,838 79		5,499 62	5,341 02
Total					1,247,470 26	400 00	16,934 44	9,020 51

LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

TRENT CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868	309,371 31			
do since do do	1869				
do do do do	1870				
do do do do	1871				
do do do do	1872				
do do do do	1873				
do do do do	1874				
do do do do	1875				
do do do do	1876				
do do do do	1877				
do do do do	1878				
do do do do	1879				
do do do do	1880	561 50		1,188 92	3,568 89
do do do do	1881			2,489 93	2,233 50
do do do do	1882		5,836 51	2,011 92	8,115 50
do do do do	1883	40,767 16	9,303 66	2,235 50	3,047 42
do do do do	1884	120,393 91	6,198 57	2,208 64	5,264 35
do do do do	1885	121,382 84		3,303 87	4,653 50
do do do do	1886	75,103 30		1,639 75	5,917 88
do do do do	1887	179,541 63		1,938 08	6,008 88
do do do do	1888	114,879 35		1,770 29	5,151 42
do do do do	1889	47,592 13	29,677 92	3,242 05	5,935 94
do do do do	1890	58,644 50	11,522 65	3,450 99	730 55
do do do do	1891	9,826 49	3,164 81	3,803 66	4,888 98
do do do do	1892	4,457 28	6,506 97	3,695 85	4,721 85
do do do do	1893	5,962 47	10,838 90	3,739 86	2,087 17
Total		1,088,483 87	83,049 99	36,719 31	62,325 83

TAY CANAL.

Government expenditure since Confederation	1868				
do do do do	1869				
do do do do	1870				
do do do do	1871				
do do do do	1872				
do do do do	1873				
do do do do	1874				
do do do do	1875				
do do do do	1876				
do do do do	1877				
do do do do	1878				
do do do do	1879				
do do do do	1880				
do do do do	1881				
do do do do	1882		748 65		
do do do do	1883	4,831 80			
do do do do	1884	50,878 12			
do do do do	1885	92,473 97			
do do do do	1886	65,561 51			
do do do do	1887	49,617 92			
do do do do	1888	54,166 57			
do do do do	1889	89,486 18			
do do do do	1890	22,226 23		(See Rideau)	
do do do do	1891	17,114 78			
do do do do	1892	29,771 65			
do do do do	1893				
Total		476,128 73	748 65		

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
SAULT STE. MARIE CANAL.

				Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation..				1868				
do	do	do	do	1869				
do	do	do	do	1870				
do	do	do	do	1871				
do	do	do	do	1872		949 35		
do	do	do	do	1873				
do	do	do	do	1874				
do	do	do	do	1875				
do	do	do	do	1876				
do	do	do	do	1877				
do	do	do	do	1878				
do	do	do	do	1879				
do	do	do	do	1880				
do	do	do	do	1881				
do	do	do	do	1882				
do	do	do	do	1883				
do	do	do	do	1884				
do	do	do	do	1885				
do	do	do	do	1886				
do	do	do	do	1887				
do	do	do	do	1888	8,145 06			
do	do	do	do	1889	34,018 95			
do	do	do	do	1890	176,568 55			
do	do	do	do	1891	325,336 33			
do	do	do	do	1892	341,474 31			
do	do	do	do	1893	589,801 25			
Total ...					1,475,344 45	949 35		

SOULANGES CANAL.

Government expenditure prior to Confederation..				1868				
do	since	do	do	1869				
do	do	do	do	1870				
do	do	do	do	1871				
do	do	do	do	1872				
do	do	do	do	1873				
do	do	do	do	1874				
do	do	do	do	1875				
do	do	do	do	1876				
do	do	do	do	1877				
do	do	do	do	1878				
do	do	do	do	1879				
do	do	do	do	1880				
do	do	do	do	1881				
do	do	do	do	1882				
do	do	do	do	1883				
do	do	do	do	1884				
do	do	do	do	1885				
do	do	do	do	1886				
do	do	do	do	1887				
do	do	do	do	1888				
do	do	do	do	1889				
do	do	do	do	1890				
do	do	do	do	1891				
do	do	do	do	1892	54,235 76			
do	do	do	do	1893	210,336 24			
Total					264,572 00			

RECAPITULATION—EXPENDITURE on Canals, also showing Revenue received.

	Year ending 30th June.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government.						
Government expenditure since Confederation.	1868	20,593,866 13	98,378 46	113,084 50	101,646 44	403,879 19
do	1869	33,617 56	95,347 79	116,069 76	118,579 31	400,263 32
do	1870	126,898 20	55 00	120,403 02	150,176 70	414,687 02
do	1871		90,355 96	135,040 81	140,467 52	488,538 76
do	1872	255,045 75	116,429 54	124,137 09	152,086 25	466,847 52
do	1873	256,547 27	33,289 27	143,581 18	186,573 13	496,433 26
do	1874	1,714,890 37	127,369 55	167,194 40	213,613 86	510,755 99
do	1875	1,189,591 91	51,037 05	168,401 21	203,226 85	414,979 59
do	1876	2,388,733 46	479 00	178,411 80	190,578 45	390,337 04
do	1877	4,131,374 30	810 75	179,661 40	188,448 51	390,867 37
do	1878	3,843,338 62	22 30	187,521 31	122,251 60	373,814 17
do	1879	3,064,098 61		191,892 44	115,349 99	337,675 13
do	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
do	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
do	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
do	1883	1,703,001 97	62,503 14	263,415 01	178,617 86	361,604 01
do	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
do	1885	1,604,621 47	58,297 59	290,226 20	201,708 47	321,289 47
do	1886	1,333,324 80	31,984 02	283,323 63	198,251 97	328,977 43
do	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,764 88
do	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
do	1889	972,918 43	162,015 49	301,040 23	240,261 36	338,188 90
do	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
do	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
do	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
do	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
Total		59,210,131 84	1,941,198 13	5,608,661 52	4,550,801 97	9,850,578 56

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

CANALS,

DR.

No. 1.—COLLECTORS of Canal Tolls

Balances due by Collectors, 1st July, 1892.	CANAL REVENUE.				Total Canal Rev- enue accrued.	Hydraulic Rents and Revenue.	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
591 90	135,710 76	.....	.....	.....	135,710 76	132 12	136,434 78
164 24	64,675 57	.....	142 09	5 00	64,822 66	285 22	65,272 12
56 04	439 97	.....	.....	.....	439 97	1,600 00	2,096 01
1 76	6 80	.....	.....	.....	6 80	.....	8 56
73 45	477 05	.....	.....	158 52	635 57	646 00	1, 55 02
27 69	766 39	.....	40 00	.....	806 39	3,027 76	3,861 84
6 06	29 91	.....	.....	.....	29 91	.....	35 97
921 14	202,106 45	.....	182 09	163 52	202,452 06	5,691 10	209,064 30
75 17	1,132 46	.....	15 00	18 75	1,166 21	1,707 50	2,948 88
1,621 90	19,348 36	.....	10 00	.....	19,358 36	800 00	21,780 26
94 60	788 50	.....	70 00	.....	858 50	2,661 50	3,614 60
32 34	2,066 41	18 39	.....	1,631 43	3,716 23	.....	3,748 57
.....	28,515 28	2,686 95	29 00	13,327 55	44,568 78	24,204 14	68,762 92
41 47	15,349 83	.....	.....	.....	15,349 83	.....	15,391 30
1,865 48	67,200 84	2,705 34	124 00	14,977 73	85,007 91	29,373 14	116,246 53
212 41	9,651 02	.....	15 00	1 00	9,667 02	80 00	9,959 43
0 20	11,461 90	.....	.....	.....	11,461 90	50 00	11,512 10
42 39	723 30	.....	5 00	.....	728 30	.....	770 69
255 00	21,836 22	.....	20 00	1 00	21,857 22	130 00	22,242 22
.....	22,786 40	.....	.....	.....	22,786 40	.....	22,786 40
248 12	16,704 65	.....	.....	16 00	16,720 65	18 00	19,986 77
22 58	84 01	.....	5 00	12 00	101 01	3 00	126 59
172 92	1,586 03	.....	5 00	.....	1,591 03	.....	1,763 95
443 62	41,161 09	.....	10 00	28 00	41,199 09	21 00	41,663 71
.....	3,486 68	186 32	.....	172 00	3,845 00	1,324 25	5,169 25
.....	990 03	.....	.....	.....	990 03	1,123 60	2,113 63
.....	668 72	.....	13 00	4 00	685 72	190 70	876 42
.....	5,145 43	186 32	13 00	176 00	5,520 75	2,638 55	8,159 30
77 18	2,948 18	.....	.....	.....	2,948 18	.....	3,025 36
69 37	619 94	.....	.....	.....	619 94	.....	689 31

1892-93.

in Account with Revenue.

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balances due by Collectors on 30th June, 1893.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.		
<i>Welland Canal.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne	136,165 67	132 12	136 99	136,434 78
Port Dalhousie	64,986 90	285 22		65,272 12
Dunnville	496 01	1,600 00		2,096 01
Port Maitland	8 56			8 56
Port Robinson	579 51	646 00	129 51	1,355 02
St. Catharines	834 08	3,027 76		3,861 84
Chippawa	30 17		5 80	35 97
Totals	203,100 90	5,691 10	272 30	209,064 30
<i>St. Lawrence Canals.</i>				
Beauharnois	1,241 38	1,707 50		2,948 88
Cornwall	20,619 50	800 00	360 76	21,780 26
Cardinal	953 10	2,661 50		3,614 60
Lachine	3,732 57		16 00	3,748 57
Montreal	44,558 78	24,204 14		68,762 92
Kingston	15,144 64		246 66	15,391 30
Totals	86,249 97	29,373 14	623 42	116,246 53
<i>Chambly Canal.</i>				
Chambly	9,879 43	80 00		9,959 43
St. Johns	11,462 10	50 00		11,512 10
St. Ours	717 82		52 87	770 69
Totals	22,059 35	130 00	52 87	22,242 22
<i>Ottawa Canals.</i>				
Ottawa	22,786 40			22,786 40
Grenville	16,680 72	18 00	288 05	16,986 77
Carillon	93 66	23 00	9 93	126 59
Ste. Anne's Lock	1,633 31		130 64	1,763 95
Totals	41,194 09	41 00	428 62	41,663 71
<i>Rideau Canal.</i>				
Ottawa	3,845 00	1,324 25		5,169 25
Kingston Mills	960 91	1,071 10	81 62	2,113 63
Smith's Falls	685 72	190 70		876 42
Totals	5,491 63	2,586 05	81 62	8,159 30
<i>St. Peter's Canal.</i>	2,951 61		73 75	3,025 36
<i>Murray Canal—Brighton.</i>	583 55		105 76	689 31

CANALS,

DR.

No. 1.—COLLECTORS of Canal Tolls

Balances due by Collectors, 1st July, 1892.	CANAL REVENUE.				Total Canal Rev- enue accrued.	Hydraulic Rents and Revenue.	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
21 02	61 07	.....	.....	.....	61 07	.....	82 09
41 33	336 09	.....	.....	44 00	380 09	.....	421 42
7 50	26 36	.....	.....	.....	26 36	54 00	87 86
1 93	23 30	.....	.....	0 25	23 55	.....	25 48
33 11	147 57	.....	.....	.....	147 57	9 00	189 68
8 90	73 52	.....	.....	.....	73 52	.....	82 42
113 79	667 91	.....	.....	44 25	712 16	63 00	888 95
3,745 58	341,686 06	2,891 66	349 09	15,390 50	360,317 31	37,916 79	401,979 68
					41,144 23	.....	.....
					319,173 08	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

STATEMENTS OF THE ACCOUNTANT.

17

1892-93—Continued.

in Account with Revenue.

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balances due by Collectors on 30th June, 1893.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.		
<i>Trent Valley Canal.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Burleigh.....	67 91	.....	14 18	82 09
Bobcaygeon.....	370 13	.....	51 29	421 42
Fenelon Falls.....	28 90	54 00	4 96	87 86
Hastings.....	21 68	.....	3 80	25 48
Peterboro'.....	162 16	9 00	18 52	189 68
Buckhorn.....	74 62	.....	7 80	82 42
Totals.....	725 40	63 00	100 55	888 95
Grand Total.....	362,356 50	37,884 29	1,738 89	401,979 68
Less—Refunds per Statement 3.....				
Net Revenue.....				

LEONARD SHANNON,
Accountant.

HYDRAULIC AND OTHER RENTS.

No. 2.—SUMMARY Statement of Lessees' Accounts.

Dr.

Cr.

Balance due 1st July, 1892.	Accrued during the Year ended 30th June, 1893.	Total.	Name of Work.	Abatement or Overcharge.	Paid into hands of Collectors.	Balance due 30th June, 1893.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
27,266 83	7,941 42	35,208 25	Welland Canal		5,608 76	29,599 49	35,208 25
7,495 62	869 00	8,364 62	Williamburg Canal	3,066 50	2,661 50	2,606 62	8,364 62
777 50	796 00	1,572 50	do		800 00	772 50	1,572 50
5,714 50	3,257 00	8,971 50	do	40 00	1,707 50	7,224 00	8,971 50
26,692 63	24,688 79	51,381 42	Beauharnois		24,196 14	27,185 28	51,381 42
296 84	145 00	381 84	do		180 00	251 84	381 84
7,998 25	1,349 80	9,348 05	Chambly	1,962 21	2,638 55	4,757 29	9,348 05
94 00	76 00	170 00	Rideau		92 00	78 00	170 00
			Sundry canals				
			Land Sales				
354 18	...	354 18				354 18	354 18
76,630 35	39,112 01	115,742 36		5,078 71	37,894 45	72,829 20	115,742 36

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.LEONARD SHANNON,
Accountant.

**No. 1.—STATEMENT SHOWING REFUNDS OF CANALS TOLLS PAID
DURING YEAR 1892-93.**

Date.	To whom paid.	Refunds of Tolls on.	Canal.	Amount.	Total.
1892.				\$ cts.	\$ cts.
Aug. 9	The Ottawa Transportation Co...	Overpayment by barge "Victor"	Grenville...	30 07	
do 9	do do	Overpayment by boat "Geo. Tice"	do	4 20	
Oct. 31	James Williamson.....	Overpayment by barge "Thurso"	do	16 38	
1893.					
Jan. 2	Poupore & Fraser	Timber for canal purposes	do	159 67	
1892.		Total refunds, Grenville Canal			210 32
Aug. 9	The Ottawa Transportation Co...	Overpayment of tolls...	St. Lawrence	64 81	
do 31	Kingston and Montreal Forwarding Co.....	Wheat.....	do ..	67 99	
Oct. 12	Montreal Transportation Co.....	Grain	do ..	1,609 01	
do 17	G. E. Jaques & Co.....	do	do ..	654 74	
Nov. 16	W. A. Geddes.....	do	do ..	194 48	
do 19	Montreal Transportation Co.....	do	do ..	751 66	
do 23	W. A. Geddes.....	do	do ..	64 35	
Dec. 10	Æ. Mackay's Sons	do	do ..	72 15	
do 10	G. E. Jaques & Co	do	do ..	58 24	
do 22	do	do	do ..	27 82	
do 22	Montreal Transportation Co.....	Cement for canal purposes	do ..	17 78	
do 22	Æ. Mackay's Sons	Grain	do ..	31 20	
do 28	Montreal Transportation Co.....	do	do ..	651 43	
do 28	Kingston and Montreal Forwarding Co.	Wheat.....	do ..	10 79	
1893.					
Jan. 3	Montreal Transportation Co....	Grain	do ..	111 77	
May 8	Kingston and Montreal Forwarding Co.....	Coal for canal purposes..	do ..	334 54	
June 28	Æ. Mackay's Sons	Iron and cement for canal purposes	do ..	57 00	
do 30	do	Cement for canal purposes	do ..	42 00	
do 30	Montreal Transportation Co.	do do ..	do ..	114 15	
1892.		Total refunds, St. Lawrence Canal ..			4,935 91
Aug. 9	W. G. Craig.....	Chemical ore.....	Rideau.....	48 65	
1893.					
June 30	C. B. Allen	Overpayment on coal.....	do ..	4 15	
1892.		Total refunds, Rideau Canal			52 81
Oct. 22	James Carruthers & Co.....	Grain	Lachine	155 70	
Nov. 7	E. F. Craig.....	do	do	42 68	
Dec. 10	do	do	do	17 42	
do 22	James Carruthers..	do	do	203 06	
1893.					
Jan. 12	Montreal Transportation Co.....	do	do	119 88	
do 23	Montreal Warehousing Co.	do	do	525 21	
Feb. 1	Prosper La Plante	Stone for canal purposes.	do	137 67	
		Total refunds, Lachine Canal			1,201 62

No. 1.—REFUNDS OF CANALS TOLLS, 1892-93—*Concluded.*

Date.	To whom paid.	Refunds of Tolls on.	Canal.	Amount.	Total.
1892.				\$ cts.	\$ cts.
.....	Kingston and Montreal Trans. Co.	Wheat.	Welland	2,106 72	
Aug. 31	Montreal Transportation Co.	do	do	4,095 36	
Sept. 6	do do	Grain	do	3,945 96	
do 23	do do	Wheat.	do	5,425 02	
do 23	Kingston and Montreal Forward- ing Co.	do	do	983 88	
Oct. 8	Montreal Transportation Co.	Grain	do	2,144 34	
do 13	do do	do	do	2,654 82	
do 13	J. D. St. Pierre.	do	do	6 27	
do 26	Kingston and Montreal Forward- ing Co.	do	do	1,813 86	
do 31	H. O. Jackson	Wheat.	do	10 00	
Nov. 3	Montreal Transportation Co.	Grain	do	3,080 48	
do 3	do do	Wheat.	do	75 60	
do 5	Kingston and Montreal Forward- ing Co.	Grain	do	839 70	
Dec. 10	do do	do	do	1 847 88	
do 13	Fred. Elliott.	Corn.	do	38 20	
do 13	Jas. Carruthers & Co.	Grain	do	6 15	
do 13	Æ. Mackay's Sons	do	do	1,137 60	
do 17	G. E. Jones & Co.	do	do	543 78	
do 17	Montreal Transportation Co.	do	do	2,582 28	
1893.					
Jan. 24	Ogdensburg Transit Co.	Over payment by str. "Haskell"	do	13 80	
do 24	Richelieu and Ontario Navigation Co.	Over payment by str. "Corinthian"	do	2 31	
do 24	Wm. White.	Over payment by str. "Hoboken"	do	11 20	
Mar. 27	Æ. Mackay's Sons	Cement for canal purposes	do	50 64	
May 8	W. W. Ogilvie	Wheat	do	1,279 62	
do 8	Kingston and Montreal Forward- ing Co.	Corn.	do	95 30	
do 19	Eben Ward.	Over payment by str. "Eben Ward"	do	2 80	
		Total refunds, Wel- land Canal.			34,743 57
		Total refunds.			41,144 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.).

	Year.	Construction.	Working Ex- penses includ- ing Windsor Branch Railway.	Revenue received, in- cluding Wind- sor Branch Railway.
		\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Construction.....		10,766,725 54		
do since do	1868	483,353 65	359,961 08	420,752 58
do do do	1869	282,615 18	387,548 47	455,022 76
do do do	1870	1,729,381 49	443,208 75	471,245 09
do do do	1871	2,916,782 13	442,993 31	565,713 52
do do do	1872	5,131,141 51	595,076 22	622,900 56
do do do	1873	5,201,450 37	1,011,892 60	703,458 26
do do do	1874	3,614,898 81	1,847,175 24	893,430 17
do do do	1875	3,426,099 55	1,532,589 62	861,593 43
do do do	1876	1,108,321 59	1,277,197 79	848,861 46
do do do	1877	1,318,352 19	1,661,673 55	1,154,445 35
do do do	1878	408,816 74	1,811,273 56	1,378,946 78
do do do	1879	226,639 19	2,010,183 22	1,294,099 69
do do do	1880	2,048,014 60	1,607,956 70	1,520,310 45
do do do	1881	608,732 80	1,780,353 53	1,777,856 76
do do do	1882	585,568 79	2,080,592 37	2,100,315 85
do do do	1883	1,616,632 96	2,383,477 20	2,395,034 99
do do do	1884	1,405,377 52	2,366,719 95	2,376,666 19
do do do	1885	1,195,363 08	2,460,229 87	2,392,605 00
do do do	1886	544,958 17	2,508,473 10	2,405,858 88
do do do	1887	823,070 86	2,854,158 91	2,621,337 41
do do do	1888	742,203 09	3,300,481 94	2,937,337 40
do do do	1889	655,228 13	3,174,785 19	2,923,736 46
do do do	1890	365,246 48	3,500,455 80	2,958,243 38
do do do	1891	79,929 34	3,691,273 65	3,007,630 51
do do do	1892	168,101 77	3,458,891 39	2,978,950 82
do do do	1893	228,984 74	3,062,207 45	3,069,815 20
Total.....		*47,681,990 32	51,612,830 46	45,166,168 95

* Including \$296,872.90 charged to "Consolidated Fund."

Total cost of construction as above \$ 47,681,990 32

Less amounts transferred from Capital to Consolidated Fund as follows :—

	Nova Scotia Ry.	European and North American Ry.	
1868	\$ 16,800 99	\$ 11,302 89	
1870	34,403 45	1,749 21	
1871	50,405 69		
1873	106,899 59	75,311 06	
	<u>\$ 208,509 72</u>	<u>\$ 83,363 18</u>	
		208,509 72	
			\$ 296,872 90

Agreeing with balance sheet, Public Accounts, 1892-93, page xiv..... \$47,385,117 42

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

DEPARTMENT OF RAILWAYS AND CANALS.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868			
do since do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884	1,284,311 97	10,033 77	30,767 66
do do do	1885	2,055 92	78,273 65	73,050 01
do do do	1886	183 79	94,756 06	66,893 11
do do do	1887		94,254 04	64,107 10
do do do	1888		90,954 73	70,552 20
do do do	1889	34,235 73	90,719 04	72,436 65
do do do	1890		79,102 77	84,658 95
do do do	1891	3,255 40	*	†
do do do	1892		*	†
do do do	1893		*	†
Total		1,324,042 81	538,094 06	462,465 68

*Included in Intercolonial Railway working expenses. †Included in Intercolonial Railway revenue.

CARLETON BRANCH RAILWAY.

Government expenditure prior to Confederation.....	1868			
do since do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884			
do do do	1885			
do do do	1886	83,610 69		
do do do	1887	2,299 62		
do do do	1888	500 17		
do do do	1889			
do do do	1890			
do do do	1891			
do do do	1892			
do do do	1893			
Total		88,410 48		

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

R

LEONARD SHANNON,
Accountant.

STATEMENTS OF THE ACCOUNTANT.

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CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation ..	1868		
do since do ..	1869		
do do do ..	1870		
do do do ..	1871		
do do do ..	1872		
do do do ..	1873		
do do do ..	1874		
do do do ..	1875		
do do do ..	1876		
do do do ..	1877		
do do do ..	1878		
do do do ..	1879		
do do do ..	1880		
do do do ..	1881		
do do do ..	1882		
do do do ..	1883		
do do do ..	1884		
do do do ..	1885		
do do do ..	1886		
do do do ..	1887	76,501 89	
do do do ..	1888	689,450 50	
do do do ..	1889	1,083,276 60	
do do do ..	1890	1,170,523 62	
do do do ..	1891	521,441 62	
do do do ..	1892	99,936 96	*
do do do ..	1893	59,962 74	*
Total		3,701,113 93	

* Included in Intercolonial Railway working expenses.

OXFORD AND NEW GLASGOW RAILWAY.

Government expenditure prior to Confederation ..	1868		
do since do ..	1869		
do do do ..	1870		
do do do ..	1871		
do do do ..	1872		
do do do ..	1873		
do do do ..	1874		
do do do ..	1875		
do do do ..	1876		
do do do ..	1877		
do do do ..	1878		
do do do ..	1879		
do do do ..	1880		
do do do ..	1881		
do do do ..	1882		
do do do ..	1883		
do do do ..	1884		
do do do ..	1885		
do do do ..	1886		
do do do ..	1887		
do do do ..	1888	290,932 35	
do do do ..	1889	840,553 57	
do do do ..	1890	434,074 60	
do do do ..	1891	220,886 39	
do do do ..	1892	48,745 23	*
do do do ..	1893	7,922 80	*
Total		1,833,114 94	

* Included in Intercolonial Railway working expenses.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868			
do since do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884			
do do do	1885	49,587 45		
do do do	1886	135,214 38		
do do do	1887	24,157 32		
do do do	1888	397 35		
do do do	1889			
do do do	1890			
do do do	1891	124,568 23		
do do do	1892			
do do do	1893			
Total.....		333,924 73		

PRINCE EDWARD ISLAND RAILWAY.

Government expenditure prior to Confederation.....	1874	3,114,735 11		
do since do	1875		750 00	
do do do	1876	46,086 63	49,344 62	24,493 99
do do do	1877	42,546 10	219,930 43	118,060 96
do do do	1878	200,000 00	228,595 25	130,664 92
do do do	1879	6,551 86	221,599 49	135,899 60
do do do	1880	40,129 05	223,313 12	125,855 91
do do do	1881	16,539 82	164,640 55	113,851 11
do do do	1882		203,122 88	131,131 43
do do do	1883	402 03	228,259 97	137,267 54
do do do	1884	57,186 02	252,808 41	146,170 42
do do do	1885	130,663 38	236,428 13	144,504 12
do do do	1886	76,956 56	211,207 01	158,588 06
do do do	1887	4,668 33	216,744 34	155,584 36
do do do	1888	5,800 00	204,237 45	155,303 37
do do do	1889		229,639 95	158,363 62
do do do	1890		247,559 44	171,369 56
do do do	1891		266,485 85	160,971 78
do do do	1892	8,300 49	257,990 08	174,258 05
do do do	1893		289,706 38	157,442 69
Total.....		3,750,565 38	4,178,785 52	2,662,471 91

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

STATEMENTS OF THE ACCOUNTANT.

25

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including Subsidy of \$25,000,000.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				
do since do	1868			
do do do	1869			
do do do	1870			
do do do	1871	30,148 32		
do do do	1872	439,428 16		
do do do	1873	561,818 44		
do do do	1874	310,224 88		
do do do	1875	1,546,241 67		
do do do	1876	3,346,567 06		
do do do	1877	1,691,149 97		
do do do	1878	2,228,373 13		
do do do	1879	2,240,285 47		
do do do	1880	4,044,522 72	78,892 01	104,975 69
do do do	1881	4,968,503 93	236,944 98	291,498 06
do do do	1882	(1) 4,589,075 79	1,786 20	
do do do	1883	(2) 10,033,800 04	266 09	
do do do	1884	(3) 11,192,722 02	327 02	
do do do	1885	(4) 9,900,281 53		
do do do	1886	(5) 3,672,584 81		
do do do	1887	(6) 915,057 49		
do do do	1888	52,098 65		
do do do	1889	86,716 07		
do do do	1890	40,980 54		
do do do	1891	37,367 00		
do do do	1892	66,211 39		
do do do	1893	413,836 49		
Total.....		62,457,995 57	318,216 30	396,473 75

* Agrees with Public Accounts balance sheet, 1892-93, page xiv.

(1) Including.....	\$ 2,210,000 00	on account subsidy.
(2) do	5,323,076 60	do
(3) do	7,254,208 27	do
(4) do	6,862,201 00	do
(5) do	2,890,427 00	do
(6) do	460,087 13	do
	<u>\$25,000,000 00</u>	

LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

DEPARTMENT OF RAILWAYS AND CANALS.

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868		
do since do	1869		
do do do	1870		
do do do	1871		
do do do	1872		
do do do	1873		
do do do	1874		
do do do	1875		
do do do	1876		
do do do	1877		
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887		
do do do	1888		
do do do	1889	9,847 27	
do do do	1890	381,942 75	
do do do	1891	196,869 36	
do do do	1892	26,129 39	
do do do	1893	2,190 62	
Total		616,979 89	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

RECAPITULATION—RAILWAYS.

—				Year.	Construction.	Working Expenses.	Revenue Received.
					\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868	13,881,480 65		
do	since	do	..	1868	483,353 65	359,961 08	420,752 58
do	do	do	..	1869	282,615 18	387,548 47	455,022 76
do	do	do	..	1870	1,729,381 49	445,208 75	471,245 09
do	do	do	..	1871	2,946,930 45	442,993 31	565,713 52
do	do	do	..	1872	5,620,569 67	596,076 22	622,900 56
do	do	do	..	1873	5,763,268 81	1,011,892 60	703,458 26
do	do	do	..	1874	3,925,123 69	1,847,925 24	893,430 17
do	do	do	..	1875	5,018,427 85	1,581,934 24	886,087 42
do	do	do	..	1876	4,497,434 75	1,497,128 22	966,922 42
do	do	do	..	1877	3,209,502 16	1,890,268 80	1,285,110 27
do	do	do	..	1878	2,643,741 73	2,032,873 05	1,514,846 38
do	do	do	..	1879	2,507,053 71	2,233,496 34	1,419,955 60
do	do	do	..	1880	6,109,077 14	1,851,489 26	1,739,137 25
do	do	do	..	1881	5,577,236 73	2,220,421 39	2,200,486 25
do	do	do	..	1882	5,175,046 61	2,310,638 54	2,237,583 39
do	do	do	..	1883	11,707,619 02	2,636,551 70	2,541,205 41
do	do	do	..	1884	14,013,074 89	2,613,508 87	2,551,937 97
do	do	do	..	1885	11,224,244 54	2,749,710 53	2,624,243 07
do	do	do	..	1886	4,443,220 17	2,819,973 50	2,628,336 35
do	do	do	..	1887	1,846,887 18	3,152,650 40	2,840,747 88
do	do	do	..	1888	1,765,582 11	3,621,076 62	3,166,253 22
do	do	do	..	1889	2,709,857 37	3,513,063 67	3,167,542 67
do	do	do	..	1890	2,392,767 99	3,846,044 42	3,203,874 11
do	do	do	..	1891	1,184,317 34	3,949,263 73	3,181,888 56
do	do	do	..	1892	417,425 73	3,748,597 77	3,136,393 51
do	do	do	..	1893	711,917 44	3,288,629 62	3,262,506 62
Total					121,787,138 05	56,647,926 34	48,687,580 29

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

APPENDIX

STATEMENT showing Subsidies voted for Railways as to which contracts

Subsidies voted.		Railways.			
Authority.	Amount.		1883-84	1884-85	1885-86
	\$ cts.		\$	\$	\$
46 Vic. cap. 25 } 53 do 2 } 45 do 14 } 46 do 25 } 48-9 do 59 } 49 do 10 } 50-1 do 24 } 51 do 3 } 52 do 3 } 53 do 2 } 54-5 do 8 } 46 do 25 } 49 do 10 } 50-1 do 24 } 52 do 3 } 47 do 8 } 46 do 25 } 47 do 8 } 50-1 do 24 } 47 do 8 } 49 do 10 } 52 do 3 } 53 do 2 } 54-5 do 8 } 56 do 2 } 47 do 8 } 45 do 14 } 46 do 26 } 53 do 2 } 47 do 8 } 48-9 do 59 } 49 do 10 } 48-9 do 59 } 47 do 8 } 51 do 3 } 53 do 2 } 48-9 do 59 } 53 do 2 } 48-9 do 59 } 50-1 do 24 } 51 do 3 } 46 do 25 } 51 do 3 } 47 do 8 } 48-9 do 59 } 49 do 10 } 50-1 do 24 } 47 do 6 } 47 do 8 } 46 do 25 } 47 do 8 } 52 do 3 } 48-9 do 59 }	156,800 00 384,000 00 80,000 00 96,000 00 186,295 00 28,800 00 96,000 00 64,000 00 30,000 00 5,250 00 89,600 00 70,000 00 12,800 00 32,000 00 272,000 00 115,200 00 76,800 00 32,000 00 32,000 00 57,600 00 22,400 00 48,000 00 28,100 00 25,600 00 48,000 00 660,000 00 660,000 00 128,000 00 19,200 00 32,000 00 140,800 00 60,342 00 288,000 00 72,000 00 40,000 00 30,000 00 64,000 00 9,600 00 38,400 00 44,252 82 22,400 00 96,000 00 38,400 00 180,000 00 750,000 00 96,000 00 320,000 00 300,000 00 118,400 00	International Railway, Quebec..... Quebec and Lake St. John Railway, Quebec Napanee, Tamworth and Quebec Railway, Ontario Pontiac Pacific Junction Railway, Quebec.... Caraquet Railway, N.B Great Northern Railway, Quebec..... Kingston and Pembroke Railway, Ontario.... Northern and Pacific Junction Ry., Ontario..... Northern and Western Railway, N.B.... Quebec Central Railway, Que..... Montreal and Sorel Railway, Quebec. Montreal and Champlain Junction Ry., Que. Elgin, Petitediac & Havelock Railway, N.B. St. Louis and Richibucto Railway, N.B Canada Atlantic Railway, Ont..... Esquimalt and Nanaimo Railway, B.C..... Erie and Huron Railway, Ont..... Baie des Chaleurs Railway, Que..... New Brunswick and Prince Edward Ry., N.B.	144,000 32,000 32,000 49,090 32,000 25,068 48,000 154,440 128,000 60,342 64,972 30,000 38,400 22,400 48,480 422,520		

No. 3.

have been entered into and payments made, up to 30th June, 1893.

Payments.							Total to 30th June, 1893.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	
\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	8,960 00	.....	3,840 00	.....	.....	.....	156,800 00
202,219	232,013 00	19,911 00	38,440 00	70,350 00	26,222 73	76,471 77	921,399 50
.....	.....	.....	95,744 00	7,600 00	.....	1,856 00	194,800 00
60,580	24,158 00	.....	.....	.....	.....	.....	174,828 00
61,200	40,050 00	13,950 00	.....	.....	.....	.....	224,000 00
.....	.....	.....	20,000 00	9,500 00	24,100 00	.....	78,688 00
.....	.....	.....	.....	.....	.....	.....	48,000 00
78,370	.....	.....	35,000 00	600 00	.....	.....	1,320,000 00
18,200	159,400 00	6,300 00	100 00	.....	.....	.....	312,000 00
.....	.....	.....	.....	.....	.....	.....	60,342 00
4,950	.....	.....	6,719 50	17,116 07	.....	.....	93,757 57
.....	16,400 00	36,700 00	5,400 00	.....	.....	15,100 00	103,600 00
.....	.....	.....	.....	.....	44,252 82	.....	82,652 82
.....	.....	.....	.....	.....	.....	.....	22,400 00
44,384	.....	9,491 20	149,812 00	30,188 00	.....	.....	282,355 20
327,480	.....	.....	.....	.....	.....	.....	750,000 00
96,000	.....	.....	.....	.....	.....	.....	96,000 00
250,000	50,300 00	75,200 00	148,675 00	.....	.....	.....	524,175 00
97,440	16,000 00	.....	.....	.....	.....	.....	113,440 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.		Railways.	1883-84	1884-85	1885-86.
Authority.	Amount.				
	\$ cts.		\$	\$	\$
50-1 Vic., c. 24	217,600 00	St. Lawrence, Lower Laurentian and Saguenay Railway, Que.			
49 do 10	11,200 00	L'Assomption Railway, Quebec.			
49 do 10	32,000 00	Great Eastern Railway, Que.			
50-1 do 24	96,000 00				
56 do 2	64,000 00	Irondale, Bancroft and Ottawa Ry., Ont.			
47 do 8	160,000 00				
52 do 3		Buctouche and Moncton Railway, N.B.			
49 do 10	96,000 00				
50-1 do 24	6,400 00	Albert Southern Railway, N.B.			
47 do 8	51,200 00				
52 do 3		Lake Témiscamingue Colonization Ry., Que.			
48-9 do 59	65,200 00				
50-1 do 24		Joggins Railway, N.S.			
49 do 10	38,400 00				
50-1 do 24	4,000 00	Témiscouata Railway, N.B. and Quebec.			
45 do 14	240,000 00				
48-9 do 58	258,000 00	Leamington and St. Clair Railway, Ont.			
51 do 3	100,000 00				
53 do 2	51,200 00	Toronto, Grey and Bruce Railway, Ont.			
48-9 do 59	44,800 00				
50-1 do 24	6,400 00	Dominion Lime Co., Quebec.			
49 do 10	16,000 00				
50-1 do 24	22,400 00	West Ontario Pacific Railway, and Ontario and Quebec Railway.			
53 do 2	256,000 00				
50-1 do 24	96,000 00	Drummond County Railway, Quebec.			
52 do 3	14,400 00				
53 do 2	76,800 00	Brockville, Westport and Sault Ste. Marie Railway, Ontario			
48-9 do 59	128,000 00				
53 do 2		Montreal and Lake Maskinongé Railway, Quebec			
49 do 10	32,000 00				
53 do 2	10,200 00	South Norfolk Railway, Ontario.			
50-1 do 24	54,400 00				
50-1 do 24	51,200 00	Guelph Junction Railway, Ontario.			
48-9 do 59	22,400 00				
49 do 10		Belleville and North Hastings Railway, Ontario			
49 do 10	108,800 00				
52 do 3	48,000 00	Hereford Railway, Quebec.			
50-1 do 24	118,400 00				
50-1 do 24	96,000 00	Lake Erie, Essex and Detroit River Railway, Ontario.			
50-1 do 24	38,400 00				
52 do 3	64,000 00	Beaubarnois Junction Railway, Quebec			
52 do 3	30,000 00				
50-1 do 24	9,600 00	St. Catharines and Niagara Central Railway, Ontario.			
50-1 do 24	108,800 00				
51 do 3	147,200 00	Fredericton and St. Mary's Railway Bridge Co., N.B.			
50-1 do 24	44,800 00				
52 do 3	19,200 00	Harvey Branch Railway Co., N.B.			
52 do 3	54,400 00				
52 do 3	96,000 00	Nova Scotia Central Railway Co., N.S.			
52 do 3					
52 do 3	375,000 00	Cumberland Railway and Coal Co., N.S.			
50-1 do 24	57,600 00				
51 do 3		Pontiac and Renfrew Railway Co., Ont.			
53 do 2	287,200 00				
50-1 do 24		Thousand Islands Railway Co., Ontario.			
53 do 2	192,000 00				
50-1 do 24		Quebec, Montmorency and Charlevoix Railway, Quebec			
52 do 3	44,800 00				
52 do 3	320,000 00	St. Clair Frontier Tunnel Co., Ontario.			
52 do 3					
52 do 3		Brantford, Waterloo and Lake Erie Railway, Ontario.			
52 do 3					
52 do 3		Port Arthur, Duluth and Western Ry., Ont.			
52 do 3					
52 do 3		Montreal and Ottawa Ry., Ont.			
52 do 3					
52 do 3		Cornwallis Valley Ry., N.S.			
52 do 3					
52 do 3		Ottawa and Gatineau Valley Ry., Que.			
52 do 3					

as to which contracts have been entered into, &c.—Continued.

Payments.							Total to 30th June, 1893.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	
\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
64,430	28,383 00			32,003 00	92,784 00		217,600 00
11,200							11,200 00
19,200				16,300 00	4,845 00		40,345 00
15,000						17,000 00	32,000 00
40,480	20,573 57		4,366 00	1,600 43			67,020 00
1,000	18,428 57	1,387 06		10,684 37	18,960 00		50,460 00
14,000	3,000 00	9,000 00	26,360 00				52,760 00
	26,138 78		9,761 22	1,600 00			37,500 00
	249,684 00	163,216 00	74,300 00	82,770 00	54,830 00	21,150 00	645,950 00
	32,000 00	19,200 00					51,200 00
	14,656 00						14,656 00
	11,840 00	3,520 00					15,360 00
	60,000 00	800 00	189,200 00	6,000 00			256,000 00
	15,057 00	13,815 00	12,428 00	136,000 00	5,105 00	13,435 00	195,840 00
		45,000 00		47,400 00	12,800 00		105,200 00
		19,700 00	20,080 00	1,500 00			41,280 00
		54,400 00					54,400 00
		46,000 00					46,000 00
		21,888 00					21,888 00
		63,900 00	91,300 00				155,200 00
		106,500 00	11,900 00				118,400 00
		54,650 00	4,250 00				58,900 00
		26,640 00		11,760 00			38,400 00
		30,000 00					30,000 00
		5,553 57					5,553 57
			219,100 00	3,300 00	8,300 00		230,700 00
			29,400 00	10,450 00			39,850 00
			9,800 00	3,800 00			13,600 00
			10,400 00				10,400 00
			65,600 00				65,600 00
			173,000 00	143,400 00	58,600 00		375,000 00
			36,620 00	16,190 00			52,810 00
				87,000 00	70,075 00	114,125 00	271,200 00
				49,960 00			49,960 00
				42,670 00	2,130 00		44,800 00
				87,582 00	38,790 00	104,380 00	230,752 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.		Railways.			
Authority.	Amount.		1883-84	1884-85	1885-86.
	\$ cts.		\$	\$	\$
51 Vic., cap. 3	83,612 54	Central Railway, N.B.....			
52 do 3	142,400 00				
53 do 2	361,270 00	Montreal and Western Railway, Que.....			
52 do 3	128,000 00	Parry Sound Colonization Ry. Co., Ont.....			
52 do 3	163,200 00	Shuswap and Okanagan Ry. Co., B.C.....			
54-5 do 8	89,600 00	Tobique Valley Railway Co., N.B.....			
53 do 2	35,200 00				
53 do 2	112,000 00	Columbia and Kootenay Ry. Co., B.C.....			
53 do 2	35,200 00	Waterloo Junction Ry. Co., Que.....			
53 do 2	99,200 00	Orford Mountain Railway Co., Que.....			
53 do 2	57,600 00	St. Lawrence and Adirondack Ry. Co., Que..			
51 do 3	24,439 84	Chatham Branch Railway Co., N.B.....			
55-6 do 5	40,000 00	New Glasgow Iron, Coal and Ry. Co., N.S...			
			208,000	403,245	2,171,249

This return does not include the following :— 1. The Canada Central Railway.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

as to which contracts have been entered into, &c.—*Concluded.*

Payments.							Total to 30th June, 1893.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	
\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
				75,639 00	83,612 54		159,251 54
				76,143 00	32,253 00	133,388 00	241,784 00
					30,400 00	28,820 00	59,220 00
					162,260 00		162,260 00
					73,000 00	41,674 46	114,674 46
					88,800 00		88,800 00
					32,800 00		32,800 00
					32,000 00		32,000 00
					40,256 00	24,448 00	64,704 00
					24,439 84		24,439 84
						32,945 84	32,945 84
1,406,533	1,027,041 92	846,721 83	1,491,595 72	1,079,105 87	1,061,615 93	624,794 07	10,319,902 34

2. The Canadian Pacific Railway—main line.

3. The Atlantic and North-western Railway.

LEONARD SHANNON,
Accountant.

APPENDIX No. 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 5th October, 1893.

SIR,—I have the honour to submit:—

First.—The annual report of the General Manager of the Government railways, which has attached thereto the report of the Chief Engineer and Mechanical Superintendent of the Intercolonial Railway division, and the report of the Superintendent and Mechanical Superintendent of the Prince Edward Island Railway division, with statements of accounts prepared by the accountants of these roads.

Second.—The annual reports of the superintending engineers and superintendents of the canals, also the report of the Inspector of Canals Revenue.

Third.—A statement of the condition of the subsidies granted in aid of the construction of railways, prepared by Captain Costin.

Fourth.—Statement of contracts entered into during the year, prepared by Mr. Fissiault.

Fifth.—Statement of water power and other public property leased by the Department during the year, prepared by Mr. Fissiault.

Sixth.—Statement of property purchased or damaged during the year, prepared by Mr. Fissiault.

Seventh.—Agreements respecting subsidies in aid of construction of railways entered into during the year, prepared by Mr. Fissiault.

Eighth.—The canal statistics for the season of navigation of 1892, compiled by Mr. Teakles.

Ninth.—The railway statistics which have been carefully compiled by Mr. Thomas Ridout.

In submitting these documents I shall offer a few remarks only, dealing with the operations of the Government railways and canals up to 30th June last, and of the works of construction up to date.

TABLE showing the length of the Government railways on the 30th June, 1893.

INTERCOLONIAL RAILWAY.

	Miles.	Total Miles.
Chaudière Junction to Halifax.....	678	
Moncton to St. John.....	89	
Truro to Sydney	217	
Oxford Junction to Pictou.....	70	
Chaudière Junction to Lévis.....	8	
Lévis to St. Charles Junction <i>via</i> Harlaka.....	14	
Dalhousie Junction to Dalhousie.....	7	
Derby Junction to Indiantown.....	14	
Painsec Junction to Point du Chêne.....	11	
Pugwash Junction to Pugwash.....	5	
Stellarton Junction to Brown's Point.....	12	
North Sydney Junction to North Sydney.....	5	
New Glasgow to Pictou Landing	7	
Richmond to Dartmouth.....	5	

Total miles showing a regular train service..... 1,142

FREIGHT BRANCHES.

Rivière du Loup Wharf Branch.....	4
Rimouski do	2
Newcastle do	2
Dorchester do	1
Courtney Bay do	1
Sackville do	$\frac{1}{2}$
Stewiacke do	1
Halifax Cotton Factory do	1
	<u>12$\frac{1}{2}$</u>
Total length of the Intercolonial Railway.....	1,154 $\frac{1}{2}$

WINDSOR BRANCH.

Windsor Junction to Windsor.....	32
----------------------------------	----

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish.....	168
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse.....	13
Alberton to Cascumpec Wharf	1
	<u>211</u>

Total length of Government railways..... 1,397 $\frac{1}{2}$

The result of the year's operations of the Government railways may be stated as follows:—

Name of Railway.	Mileage in operation.	—	Amount.	Profit.	Loss.
			\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	1,142	Earnings.....	3,065,499 09		
		Working expenses.....	3,045,317 50	20,181 59	
Windsor Branch Railway.....	32	Earnings.....	34,316 11		
		Maintenance.....	16,889 95	17,426 16	
Prince Edward Island Railway.	211	Earnings.....	162,690 42		
		Working expenses.....	226,422 17		63,731 75
				37,607 75	63,731 75
		Deduct profit from loss....			37,607 75
Total miles... ..	1,375	Net loss.....			26,124 00

The net results of the operations of the Government railways for the year may, I suggest, be considered satisfactory,—the road and rolling stock having been efficiently maintained and the traffic having been well conducted.

The gross earnings of the Government railways for the last two years compared as follows:—

	1891-92.	1892-93.
	\$ cts.	\$ cts.
Intercolonial Railway.	2,945,441 97	3,065,499 09
Windsor Branch Railway.	33,508 85	34,316 11
Prince Edward Island Railway.	157,442 69	162,690 42
Total.	3,136,393 51	3,262,505 62

Showing a slight improvement in the traffic, the gross earnings showing an increase of \$126,112.11 over those of the previous year.

The gross working expenses of the Government railways for the last two years compared as follows:—

	1891-92.	1892-93.
	\$ cts.	\$ cts.
Intercolonial Railway.	3,439,377 00	3,045,317 50
Windsor Branch Railway.	19,514 37	16,889 86
Prince Edward Island Railway.	289,706 38	226,422 17
Total.	3,748,597 75	3,288,629 62

Showing a reduction in working expenses for the year, compared with the previous year, of \$459,968.14. This is made up of the following:—

	1891-92.	1892-93.	Difference.
	\$ cts.	\$ cts.	\$ cts.
Locomotive power.	1,214,971 99	1,113,683 53	101,288 46
Car expenses.	735,613 93	691,605 47	44,008 46
Maintenance of way and works.	1,174,911 30	877,123 19	297,788 11
Station expenses.	421,940 01	400,207 50	21,732 51
General charges.	201,160 52	206,009 93	464,817 54 4,849 41
	3,748,597 75	3,288,629 62	459,968 13

INTERCOLONIAL RAILWAY.

It will no doubt, be interesting for the public to know the ocean-borne passengers' business done at the port of Halifax, during the winter season of 1892-93, and the names of the steamers which conveyed them. I therefore here give a statement:—

Name of Steamer.	No. of Passengers.		Total.
	1st Class.	2nd Class.	
Mongolian.....	41	1,369	1,410
Labrador.....	65	1,057	1,122
Sardinian.....	55	1,056	1,111
Vancouver.....	51	1,712	1,763
Assyrian.....	4	118	122
Numedian.....	66	1,936	2,002
Carthaginian.....	14	273	287
Oregon.....	19	616	635
Parisian.....	68	1,029	1,097
Sarnia.....	25	569	594
Prussian.....	1	201	202
Baunwall.....		378	378
Lake Superior.....	9	408	417
Lake Ontario.....	1	346	347
Hungarian.....		372	372
Peruvian.....	1	424	425
Slavonia.....		442	442
State of Nebraska.....		247	247
Buenos Ayres.....	2	579	581
Total.....	422	13,430	13,652

Of these 13,652 passengers, 8,887 travelled inland *via* St. John and 4,765 went west *via* Chaudière.

The ocean-borne freight traffic received at Halifax during the winter of 1892-93 for shipment over the Intercolonial Railway, is another matter in which the public are interested. I therefore give a statement of the number of tons and the line of steamers which carried this freight:—

Name of Line of Steamer.	Measure- ment, Tons.	Weight, Tons.	Total Tons.
Allan Line from Liverpool.....	1,478	1,038	2,516
Dominion Line from Liverpool.....	821	424	1,245
Beaver Line from Liverpool.....	194	99	293
Halifax, Liverpool and London Line from Liverpool.....	150	370	520
Furness Line from London.....	1,756	2,226	3,982
Furness Line from Hamburg.....	45	1,262	1,307
Hanse Line from Hamburg.....	24	28	52
Donaldson Line from Glasgow.....	477	4,347	4,824
Allan Line from Glasgow.....	2,871	2,104	4,975
Total tons.....	7,816	11,898	19,714

Of this 12,319 tons were delivered at local points on the Intercolonial Railway, 100 tons went west *via* St. John and 7,295 tons passed west *via* Chaudière.

The system of heating the passenger trains by steam direct from the engine continues to give general satisfaction. On the 30th of June last there were 62 locomotives and 200 cars to which this heating apparatus has been applied.

The Westinghouse air-brake has been applied to 70 locomotives and 747 freight cars.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to 30th June, 1893:—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	206	15	92	6	95	24	99	2,171	2,142	999	44	10	21	2
		5				39		103		471				
										782				
		20				63		2,174		2,252				

NOTE.—Twelve coal cars have been converted into platform cars during the year ended 30th June, 1893.

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended 30th June, 1893, at cost of revenue to maintain the stock:—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
			2			1			60	3	2		1	

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since 1st July, 1876, when the road was first opened as a through line to the west:—

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.		
1876-77.....	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78.....	714	1,816,273 56	1,378,946 78		432,326 78	522,710	618,967
1878-79.....	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80.....	829	1,603,429 71	1,506,298 48		97,131 23	561,924	581,483
1880-81.....	840	1,759,851 27	1,760,393 92	542 65		725 777	631,245
1881-82.....	840	2,069,657 48	2,079,262 66	9,605 18		838,956	779,994
1882-83.....	840	2,360,373 27	2,370,910 10	10,547 83		970,961	878,600
1883-84.....	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85.....	941	2,519,751 56	2,441,203 66		78,547 90	989,936	957,228
1885-86.....	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87.....	966	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88.....	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89.....	971	3,244,647 73	2,967,801 00		276,846 73	1,218,877	1,136,272
1889-90.....	971	3,560,575 74	3,012,739 87		547,835 87	1,368,819	1,219,233
1890-91.....	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92.....	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93.....	1,142	3,045,317 50	3,065,499 09	20,181 59		1,388,080	1,292,878

The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Chaudière Junction and St. John for points west thereof, and to local stations in each year since the commencement of the trade in 1878-79:—

Year.	For the West.		To Local Stations.	Total.
	Via Chaudière.	Via St. John.		
1876-77.....			103,420	103,420
1877-78.....			97,043	97,043
1878-79.....	300		112,232	112,532
1879-80.....	1,097		135,369	136,466
1880-81.....	6,102	4,022	174,483	184,607
1881-82.....	18,015	11,779	218,364	248,158
1882-83.....	12,837	22,206	227,380	262,423
1883-84.....	22,014	19,534	252,014	293,562
1884-85.....	133,440	1,773	213,791	349,004
1885-86.....	171,170	21,150	215,272	407,592
1886-87.....	192,871	27,536	233,178	453,585
1887-88.....	183,704	36,228	309,727	529,659
1888-89.....	160,026	27,923	338,538	526,487
1889-90.....	164,453	25,126	366,967	556,546
1890-91.....	113,996	39,213	344,829	498,038
1891-92.....	35,447	5,918	302,441	433,806
1892-93.....	136,868	3,775	402,653	543,296

It thus appears that the largest tonnage of coal carried over the road from the west was in the year 1886, when it reached 192,022 tons, since which the through coal traffic for points west of the Intercolonial Railway has been on the decline.

TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				Brought forward	405,301	...	405,301
1877-78.....				1885-86.....	389,122		389,122
1878-79.....				1886-87.....	575,880		575,880
1879-80.....				1887-88.....	69,021		69,021
1880-81.....				1888-89.....	129,725		129,725
1881-82.....				1889-90.....	502,012		502,012
1882-83.....	31,011		31,011	1890-91.....	148,803	69,534	218,337
1883-84.....	73,389		73,389	1891-92.....	745,997	519,500	1,265,497
1884-85.....	300,901		300,901	1892-93.....	155,306	197,669	352,975
Carried forward	405,301		405,301	Total.....	3,121,167	786,703	3,907,870

TABLE showing the number of barrels of flour carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77.....	254,710	1885-86..	761,127
1877-78.....	657,778	1886-87.....	763,894
1878-79.....	630,329	1887-88.....	871,838
1879-80.....	533,248	1888-89..	948,514
1880-81.....	672,310	1889-90.....	1,116,060
1881-82.....	692,095	1890-91..	1,013,129
1882-83.....	983,916	1891-92.....	954,015
1883-84.....	817,134	1892 93.....	856,913
1884-85.....	935,977		

TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1885-86.....	849,800
1877-78.....	331,170	1886-87.....	1,018,395
1878-79.....	302,921	1887-88.....	1,219,035
1879-80.....	534,021	1888-89.....	1,526,158
1880-81.....	565,678	1889-90.....	2,610,202
1881-82.....	560,253	1890-91.....	2,890,921
1882-83.....	1,195,601	1891-92.....	3,776,677
1883-84.....	654,673	1892-93.....	1,514,619
1884-85.....	734,902		

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77.....	58,096,474	1885-86.....	117,186,512
1877-78.....	56,626,547	1886-87.....	161,801,763
1878-79.....	55,626,696	1887-88.....	197,755,272
1879-80.....	55,462,654	1888-89.....	199,507,777
1880-81.....	72,841,388	1889-90.....	210,886,071
1881-82.....	78,356,418	1890-91.....	184,188,324
1882-83.....	104,633,417	1891-92.....	175,474,340
1883-84.....	131,120,948	1892-93.....	181,211,013
1884-85.....	138,493,675		

TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1885-86.....	74,498
1877-78.....	46,498	1886-87.....	82,896
1878-79.....	47,584	1887-88.....	98,302
1879-80.....	70,990	1888-89.....	85,960
1880-81.....	61,574	1889-90.....	86,771
1881-82.....	73,479	1890-91.....	95,529
1882-83.....	68,338	1891-92.....	87,889
1883-84.....	60,090	1892-93.....	93,369
1884-85.....	70,785		

TABLE showing the number of tons of ocean-borne goods to and from Europe, via the port of Halifax carried over the road during each year since it was first opened for traffic as a through line.

Year.	To Chaudière for the West.	To St. John for the West.	To local stations.	Total.
	Tons.	Tons.	Tons.	Tons.
1876-77.....	14,949		3,405	18,354
1877-78.....	21,628		2,643	24,271
1878-79.....	21,073		4,952	26,025
1879-80.....	15,454		3,334	18,788
1880-81.....	21,607		4,168	25,775
1881-82.....	24,875		7,911	32,786
1882-83.....	19,696		6,533	26,229
1883-84.....	22,787		8,405	31,192
1884-85.....	13,464		8,216	21,680
1885-86.....	16,923		9,811	26,734
1886-87.....	41,864		8,878	50,742
1887-88.....	17,340		11,481	28,821
1888-89.....	9,895		11,730	21,625
1889-90.....	9,923		10,764	20,687
1890-91.....	9,719	17	23,835	33,571
1891-92.....	7,295	100	12,319	19,714
1892-93.....				

TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	Raw Sugar.				Refined Sugar.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....	340			340				
1877-78.....	186			186				
1878-79.....	1,041			1,041				
1879-80.....	12,220			12,220				
1880-81.....	13,872			13,872	4,022		2,902	6,924
1881-82.....	14,256		1,290	15,546	7,146		3,607	10,753
1882-83.....	9,465		508	9,973	11,126		5,497	16,623
1883-84.....	13,778		3,068	16,846	14,543		7,265	21,808
1884-85.....	10,381		3,661	14,042	18,024		8,445	26,469
1885-86.....	4,394		3,998	8,392	7,660		5,858	13,518
1886-87.....	20,450		8,500	28,950	15,044		3,395	23,439
1887-88.....	14,320		14,085	28,405	21,641		7,133	28,774
1888-89.....	24,358		7,160	31,518	12,955		11,120	24,075
1889-90.....	7,390		8,913	16,303	6,778		6,125	12,903
1890-91.....	5,088	4,670	8,215	17,973	10,130	468	5,996	16,594
1891-92.....	7,142	3,960	10,535	21,637	12,633	7,674	12,414	32,721
1892-93.....	Nil.	Nil.	10,137	10,137	8,327	6,456	7,840	22,623

TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

Year.	Fresh Fish.				Salt Fish.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....	530	921	527	1,978	551	1,848	802	3,201
1877-78.....	596	1,015	474	2,085	898	1,644	805	3,347
1878-79.....	471	1,336	817	2,624	988	1,038	1,048	2,974
1879-80.....	519	1,362	453	2,334	1,612	2,238	959	4,809
1880-81.....	498	1,879	920	3,297	2,418	937	1,051	4,406
1881-82.....	475	1,619	957	3,051	4,031	1,066	2,487	7,584
1882-83.....	542	384	393	1,319	3,299	759	1,354	5,412
1883-84.....	838	1,682	412	2,932	1,322	1,143	1,224	3,689
1884-85.....	1,062	1,885	484	3,431	3,563	3,600	1,596	8,759
1885-86.....	1,669	1,645	902	4,216	1,680	2,047	3,376	7,103
1886-87.....	1,278	1,572	2,008	4,858	3,236	569	1,747	5,552
1887-88.....	1,533	1,477	1,031	4,041	2,617	476	1,099	4,193
1888-89.....	2,474	2,000	1,870	6,344	3,070	7,746	2,994	13,810
1889-90.....	2,235	1,787	2,111	6,223	2,449	847	3,288	6,584
1890-91.....	2,029	2,788	1,848	6,665	1,953	1,917	3,236	7,106
1891-92.....	1,367	1,746	547	3,660	1,946	928	1,889	4,763
1892-93.....	1,683	1,875	3,340	6,898	3,262	1,811	2,176	7,249

erty and a half miles of the 56-lb. steel rails have been lifted and replaced at of revenue by 3,211 tons of 67-lb. steel rails, and 398,546 ties have been

CAPITAL ACCOUNT.

Total cost of road and equipment up to 30th June, 1893 :—

Road, &c.....	\$46,492,722 26
Rolling stock.....	7,754,127 97
Total	<u>\$54,246,850 23</u>

Before another fiscal year passes round, a ferry will be established across the Strait of Canso between Mulgrave and Point Tupper stations to carry the trains to and fro. This will be a very great improvement to the service. Both the steam ferry boat and the train barge are nearly ready for service, and should be in operation by the 1st November proximo.

Both the road and rolling stock are in a high state of efficiency.

WINDSOR BRANCH RAILWAY.

This road has been operated under the new agreement with the Windsor and Annapolis Railway Company, it being practically a renewal of the lease dated 21st September, 1891. The company continue to receive two-thirds of the gross earnings for working the traffic, and the Government one-third of the gross earnings for maintaining the way and works.

TABLE showing the earnings and its division between the Windsor Branch and the Main Line of the Intercolonial Railway between Windsor and Halifax, the maintenance, expenses and net earnings of the Windsor Branch for each year since 1880.

Year.	Miles in Operation.	One-third Gross Earnings.	Proportion of one-third Gross Earnings credited to Line Windsor Junction to Halifax.	Proportion of one-third Gross Earnings credited to the Windsor Branch.	Maintenance Expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	.....
1881-82..	32	28,461 07	7,407 88	21,053 19	13,099 55	7,953 64	.....
1882-83..	32	32,199 77	8,085 88	24,113 89	23,103 93	1,009 96	.....
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	.....
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	.....
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	.....
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33	.....	714 75
1887-88..	32	32,242 85	7,689 30	24,553 55	24,040 33	513 22	.....
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	.....
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	.....
1890-91..	32	39,519 56	9,284 43	30,235 13	28,931 71	1,303 42	.....
1891-92..	32	42,891 23	9,382 38	33,508 85	19,514 37	13,994 48	.....
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	.....

Three and a half miles of old iron rails were lifted and replaced by steel rails of 56 lbs. to the yard.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to 30th June, 1893 :—

Road, &c.....	\$3,291,836 38
Rolling stock.....	458,729 00
Total.....	\$3,750,565 38

The rolling stock provided on capital account consists of :—

Engines.	Passenger Car Stock.				Box and Cattle Cars.	Platform Cars.	Conductors' Vans.	Pay Cars.	Snow Ploughs.	Flangers.
	1st Class Cars.	2nd Class Cars.	Baggage and Smoking Cars.	Official Cars.						
21	17	15	3	1	175	125	3	1	8	7

Statement of rolling stock rebuilt during the year—2 platform cars.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of passengers carried each year since the 30th June, 1875, when the road was first opened for traffic :—

Year.	Miles in Operation.	Working Expenses.	Gross Earnings.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$ cts.	\$ cts.	\$ cts.		
1875-76.....	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77.....	199	228,595 25	130,664 92	97,930 33	41,089	93,478
1877-78.....	199	221,599 49	135,899 60	85,699 89	38,923	111,428
1878-79.....	199	223,313 12	125,855 99	97,457 21	38,668	105,046
1879-80.....	199	164,640 55	113,851 11	50,789 44	37,309	90,533
1880-81.....	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82.....	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83.....	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84.....	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85.....	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86.....	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87.....	211	204,237 37	155,303 37	48,934 00	53,589	103,067
1887-88.....	211	229,639 95	158,363 62	71,276 33	59,603	131,246
1888-89.....	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90.....	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91.....	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92.....	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93.....	211	226,422 17	162,690 42	63,731 75	56,718	132,111

Seven miles of old iron track were renewed with steel rails weighing 50 lbs. to the yard, so that the track now stands :—

	Miles.
Steel rails (50 lbs. to yard)	92
Iron rails (40 lbs. to yard)	119
Total length of road.	211

Eight hundred tons of 50-lb. steel rails have been delivered for renewals of track in 1893-94, and a contract has recently been entered into for the supplying of 1,000 tons to be delivered in July, 1894, for renewals in 1894-95.

The road and rolling stock are in good running condition.

CAPITAL ACCOUNT.

CANADIAN PACIFIC RAILWAY.

In my report of last year, I stated the award of the arbitrators upon the claim made upon the Government by the Canadian Pacific Railway Company in connection with the construction of the section of railway built by the Government between Savona's Ferry (Kamloops) and Port Moody to be as follows, viz. :—

For works executed during the progress of the arbitration ...\$	202,675 20
For work remaining to be done to complete the road as required by the award	376,580 00

Total amount of award.	\$ 579,255 20
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Amount of work done previous to date of award, July, 1891..\$	202,675 20
Amount of work since done—	

From July, 1891, to February, 1892..... ..\$	11,966 79
In February, 1892	188 15
March "	9,160 77
April "	16,674 16
May "	16,010 86
June "	21,696 89
July "	21,907 15
August "	19,477 77
September "	21,182 75
October "	22,278 71
November "	12,349 29
December "	4,722 04
January, 1893	5,183 40
February "	3,873 20
March "	4,014 85
April "	10,815 33
May "	10,445 76
June "	8,329 18
July "	6,269 49
August "	7,889 02
	<hr/> 234,435 56

Total expenditure under award up to 31st August, 1893..... ..\$	437,110 76
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Leaving work to the value of \$142,144.44 yet to be done. The engineer in charge (Mr. Desbarats) informs me that the work of improvements under the award are being well and substantially carried out, making a good permanent road. The work, however, progresses very slowly, caused no doubt, in a large measure, by other heavy works of improvements in the road being carried on by the company, concurrently with those under the award.

The two claims before the arbitrators in connection with some steel rails have not yet been finally disposed of, and there yet remain a number of land claims unsettled. It may not be out of place here to mention that the Canadian Pacific Railway Company have continued during the year, and up to this date, to prosecute the work of making large and heavy improvements in their road.

The following are the traffic operations of the Canadian Pacific Railway for each year ended 30th June, since the road first opened for traffic in June, 1886:—

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93
	Miles, 4,274.	Miles, 4,662.	Miles, 4,974.	Miles, 5,086.	Miles, 5,537.	Miles, 5,537.	Miles, 5,782.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Earnings ...	10,650,254 08	12,711,010 01	13,016,611 81	15,572,985 62	18,672,174 04	20,789,104 17	20,795,304 02
Working expenses ...	7,299,045 16	9,034,360 27	8,997,312 05	9,424,166 45	11,538,133 53	12,441,126 28	12,665,587 12
Net revenue.	3,351,208 82	3,676,649 74	4,019,299 76	6,148,819 17	7,134,040 51	8,347,977 89	8,129,717 54

The above statement shows a wonderful development of traffic, which is indicative of great advancement in the trade of the country, and goes to show the benefit the undertaking has been to the Dominion.

CAPITAL ACCOUNT—CANALS.

SAULT STE. MARIE CANAL.

Construction.

The works of construction of the Sault Ste. Marie Canal and approaches thereto are under contract with Messrs. Hugh Ryan & Co. and Messrs. Allan & Fleming. The former firm have the contract for the canal proper, including the lock, and also for the east or St. Mary's River approach. The latter firm have the contract for the west or Lake Superior approach. The works have been prosecuted with great vigour and ability, and everything indicates that the canal will be ready for traffic at the close of the present current fiscal year. Mr. W. G. Thompson's (superintending engineer) report hereto attached gives the position of the work up to the 30th June last, but inasmuch as over three months have since passed in which a great body of work has been done, I will offer a few remarks on the progress of the work up to the date of this writing.

1. The east approach to the canal has been taken out to the full depth of 18½ feet and to the full width with the exception of one or two rocky points, containing in the aggregate about 8,000 cubic yards, and the clay and rock dam 165 feet in width, which has been left to shut out water from the lock pit; this contains about 23,000 cubic yards. It is, however, considered that this dam can with safety be reduced this season by at least 5,000 cubic yards, leaving a balance of about 18,000 cubic yards to be executed in the spring of 1894. On either side of this approach there are to be two wooden crib piers, that on the north side 1,300 feet long, of which 800 feet has been built, leaving 500 feet to be constructed. The pier on the south side is to be 420 feet long; nothing has yet been done to this, but of the 140,000 feet of timber required, 98,000 feet are delivered.

2. The lock is far advanced towards completion; the lock walls, breast walls and lift walls of masonry, containing about 68,000 cubic yards of masonry, are completed with the exception of a few pieces of coping. The masonry foundation of the power house is built up about 20 feet and a large portion of the stone for the upper part of the building is already prepared and stonecutters are at work preparing the balance; the walls of this building will be completed this season and the building will be roofed in. The bottom of the north half of the culverts is built for a distance of 570 feet, the flooring is laid and concreted and all the bolts are in place, and the anchor sills are laid in place for a further similar distance; 550 lineal feet of the north culvert wall has been built and the concreting behind it has been started. The walls to receive the supply pipe are in course of construction. The filling to be

done behind the lock walls is estimated at 70,000 cubic yards, of which 24,000 cubic yards have been done, leaving about 46,000 cubic yards to be done. This material is being washed into place by hydraulic power, thus the material finds its way into every crevice and becomes very solid, compact and water-tight, making a very satisfactory piece of work.

A contract has been entered into with Messrs. Hugh Ryan & Co., for the feed pipes and the lock gates.

3. The prism of the canal at the upper or west end is taken out the full width and depth for 680 feet, and a further 600 feet is taken out 37 feet wide to full depth and the clay stripping is being taken off the rock and deposited behind the lock walls. The quantity of excavation to be taken out of the prism of the canal was 311,000 cubic yards; of this 170,000 cubic yards has already been taken out, leaving 141,000 cubic yards yet to be executed. The timber for the revetment walls is for the most part delivered and the work of building this cribwork will be carried on during the winter season.

4. The construction of the piers and abutments for the bridge to carry the Canadian Pacific Railway over the canal is far advanced. The north abutment is built up to within 7 feet 8 inches of the bridge seat, the south abutment is carried up to within 3 feet 4 inches, and the pivot pier to within 4 feet 8 inches of the bridge seat. The foundation for the remaining pier is being taken out, and the masonry will be commenced thereon in a few days. All these piers and abutments will be founded on solid rock. The steel superstructure is under contract with the Hamilton Bridge Company.

5. The upper or western entrance to the canal is nearly completed, there remaining only about 36,000 yards of material to be taken out—the most of this is at the dam of clay left to shut the water out from the lock; this dam may, however, I consider, be reduced this season with safety by taking out a further quantity of, say, 18,000 cubic yards, leaving about 18,000 cubic yards to be executed next season. The whole work on this canal, so far as it has advanced is well and substantially done, and I consider the rapid manner in which it has been prosecuted, coupled with the excellent character of work, reflects great credit on the contractors and upon the staff of engineers and other officers upon the ground, who have interested and exerted themselves to aid the contractors in having the work well and expeditiously executed, they having been informed that it was the desire of the Minister to have the work substantially and fully completed by the 30th June, 1894; although there remains a good deal of work yet to be done, the indications are that the canal will be ready for navigation by about the end of the current fiscal year.

SOULANGES CANAL.

Construction.

This canal will be about fourteen miles in length; it is for construction purposes divided up into thirteen sections which are covered by nine contracts, as follows, viz.:—

Sections Nos. 1 and 2.

ARCHIBALD STEWART, Contractor.

These sections together are about 5,400 feet in length. The principal works to be executed are the formation of an entrance channel in rock, the construction of guide and mooring piers, of cribworks with superstructure of masonry, the formation of a basin, the construction of three lift locks of massive masonry and one lift lock faced with heavy masonry and backed up with concrete, the masonry abutments of a highway bridge, four regulating weirs, retaining walls, about 450,000 cubic yards of earth excavation and 72,000 cubic yards of solid rock excavation. The masonry on this section amounts to about 60,000 cubic yards and the concrete to 50,000 cubic yards. The value of work done up to the end of September ultimo was \$57,597.

Section No. 3.

J. & M. O'LEARY, Contractors.

This section is about 11,600 feet in length. The principal work to be executed is the excavation of the prism of the canal, the forming of embankments, roads, building of fences, stone lining, masonry abutments of a highway bridge across the canal, and the construction of a pipe culvert, the bulk of the work being earth excavation of which there is about 585,000 cubic yards. The value of work done up to the end of September ultimo is \$21,865.

Sections 4, 5, 6 and 7.

GEORGE GOODWIN, Contractor.

These sections have an aggregate length of about 29,000 feet. The principal work to be done is the building of a lift lock and regulation weir, masonry for guard gate and supply weir, retaining walls connected with the same; the masonry for the abutments of two highway bridges and some culverts, the excavating of the prism of the canal and forming embankments. The excavation will amount to about 1,974,000 cubic yards, the masonry to about 6,000 cubic yards, and the concrete to about 37,000 cubic yards. The value of work done up to the end of September ultimo is \$40,425.

Section No. 8.

CHARLES H. RAYNOR, Contractor.

This section is about 7,500 feet in length. The principal work consists of the construction of a ten (10) foot syphon culvert to pass the River à la Graisse under the canal, the masonry of abutments of a highway bridge, fencing and lining canal bank with stone, and the excavation of the prism of the canal, also forming embankments. The quantity of excavation being about 630,000 cubic yards. The value of work executed up to the end of September ultimo is \$32,857.

Section No. 9.

RANDOLPH MACDONALD, Contractor.

This section is about 4,500 feet in length. The principal work on this section is the excavation of the prism of the canal and forming embankments, roads, ditches and building fences. The excavation consists of about 510,000 cubic yards. The value of work done up to the end of September ultimo is \$16,187.

Section No. 10.

ROGERS & TAYLOR, Contractors.

The length of this section is about 5,000 feet. The principal work is the excavation of the prism of the canal, the forming of embankments, the construction of a ten (10) foot syphon pipe culvert to pass the River Rouge under the canal, the masonry abutments of a road bridge across the canal together with the protection lining, fencing and forming of roads. The excavation amounts to about 510,000 cubic yards. The value of work done up to 30th September ultimo is \$56,718.

Section No. 11.

GEORGE GOODWIN, Contractor.

The length of this section is about 4,000 feet. The principal work is excavation in rock and earth, in forming prism of canal, rock excavation in diversion of the River Delisle, the building of a 10-foot iron syphon culvert to pass the Delisle River under the canal, stone protection, lining, fencing, &c. The quantity of earth excavation is estimated at 540,000 cubic yards, and of rock excavation about 20,000 cubic

yards. The value of work done up to the end of September ultimo amounts to \$46,689.

Section No. 12.

GEORGE GOODWIN, Contractor.

Length of section, about 5,000 feet. The work was originally under contract with Messrs. Denis O'Brien & Son, but inasmuch as they failed to carry it on after having done work to the value of \$26,811, the contract was cancelled and new tenders were invited. Mr. George Goodwin being the lowest tenderer the contract was awarded to him. The principal work consists of earth and rock excavation in the prism of the canal. There are about 380,000 cubic yards of earth excavation and about 95,000 cubic yards of rock excavation on the contract. The value of work done by Mr. Goodwin is \$5,325.

Section No. 13.

RANDOLPH MACDONALD, Contractor.

The length of this section is about 10,600 feet. The principal work is the construction of masonry abutments for a masonry guard or stop gate, the masonry abutments for a highway bridge, piers of cribwork with superstructure of masonry and concrete, about 1,100 feet in length to form entrance to canal, a raceway, masonry abutments for a fixed bridge, forming of roads and ditches, erecting fences and excavating entrance to, and prism of canal. The amount of excavation is about 750,000 cubic yards and of masonry about 20,000 cubic yards. Value of work done up to the end of September ultimo is \$43,068.

The aggregate value of work done on the whole of these contracts covering this canal is \$347,542.59, being about 10 per cent of the amount of the contracts.

The Honourable Minister last winter expressed a desire that this canal should be completed and ready to open for traffic upon the opening of navigation in the spring of 1896; the work, however, has been dragging along so sluggishly this season that very little advancement has been made with it, and unless there is a radical change for the better in the organization and greater energy displayed henceforward, there is no likelihood of the canal being completed for several years after the date named, and even now should the work be vigorously prosecuted there is scarcely a possibility of having it finished in the spring of 1896. I point this out in order that there may be no misunderstanding about it. Attached hereto will be found the report of the Superintending Engineer, Mr. Thomas Monro, from which may be gathered some useful and interesting information as regards the works.

LACHINE CANAL.

CONSTRUCTION AND ENLARGEMENT.

Owing to the heavy volume of traffic upon Wellington Street, Montreal, which crosses the Lachine Canal, it became necessary to replace the old bridge by one of greater capacity, and in doing so it was considered in the interest of the traffic upon the canal to make the new swing span cover the full width of the canal; this necessitated the replacement of the iron bridge alongside of the Wellington Street bridge, passing the Grand Trunk Railway, by one of greater span. The preparations for carrying on the work on the Wellington Street bridge were commenced in September, 1892, but it was not until January that any final arrangement was made for the carrying on of the work on the Grand Trunk bridge. As the time was very limited in which to do the work, it did not admit of the preparation of plans and other information necessary for inviting tenders, and therefore it was decided that the work should be prosecuted on by days' labour as had been arranged for the Wellington Street bridge. The reason, I understand, why it was concluded best to carry on the work by days' labour on the Wellington Street bridge was in order that the departmental officers might have full control so as to ensure the work being so far advanced towards completion by the 1st of May, the date at which it was calculated navigation would

open, in order that the traffic on the canal might not be interfered with. This was accomplished, but unfortunately at an unexpectedly large cost.

The water was let out of the canal on the 8th of March and on the 10th of the same month the vigorous prosecution of the work commenced and was pushed forward towards completion with such energy that the water was enabled to be let into the canal on the 1st of May; just six weeks in which to do the work of demolishing the old structures and rebuilding the new ones. It was not only the bridges that were rebuilt, but heavy rest and guide cribs were constructed above and below the bridges.

During the progress of the work, the weather was very severe, and the time being so short, the work had to be carried on night and day, and very heavy ice had to be removed, all of which largely enhanced the cost of the work.

The work is well and substantially done and the bridges are two fine strong structures, which serve well the purpose for which they were designed. The matter of this large outlay is the subject of inquiry by a commission appointed to look into the expenditure on the Lachine Canal. They have not yet reported.

The Lachine drain is under contract with Messrs. Heney & Borthwick. Very slow progress is being made with the work, and I have given up all expectation of the sewer being completed this season; the indications are that there will remain to be done at the close of this season about 1,000 lineal feet of this sewer.

The work of deepening the section of the Lachine Canal from its lower entrance to the St. Gabriel locks to give a depth of 20 feet of water is in progress. Dredge No. 2 has been employed at this work for about seven weeks, and she is reported to be doing good service. Dredge No. 1 is also detailed for this work, but some delay has occurred in getting her started; however, it is expected that she will be operating very shortly. The nearest available point at which the material can be deposited is in a marsh at Messrs. Fotheringham & Workman's factory near Côte St. Paul, rather a long haul for the limited number of scows belonging to the dredging fleet of the Lachine Canal, but under the circumstances, the best possible is being done.

LAKE ST. LOUIS.

DEEPENING AND STRAIGHTENING CHANNEL.

A survey has been continued during the year of the channel; a complete series of soundings have been taken from St. Nicholas Island to the foot of the Beauharnois Island, a distance of about 4 miles, and plans of the whole have now been prepared with a view to inviting tenders at some future time, with a view to testing the character of the rock and the best and most economical way of removing it. One of the Montreal Harbour Commissioners' dredges was employed during the season of 1892, and though the work was severe for her, and she in consequence frequently broke down, nevertheless she did good service, indicating that the work could be mastered by a powerful machine of the kind. She removed 7,573 cubic yards, scow measure, at a cost of \$4,416, as reported by Mr. Parent.

CONSTRUCTION.

TRENT VALLEY CANAL.

There was an appropriation on Capital Account, for this work, of \$74,000, but the work has not yet been proceeded with; during the year there was paid out of the appropriation for land damages, \$5,962.47.

MURRAY CANAL.

The work under contract was a cutting through the Isthmus of Murray, and the dredging out of the entrances at either end, of which Messrs. J. D. Silcox & Co. were the contractors. There was an appropriation for this work of \$60,000, of which there has been expended, in settlement with the contractors, the sum of \$30,838.79.

CONSTRUCTION AND ENLARGEMENT.

CORNWALL CANAL.

This work was divided up and set out in nine sections. The following are the names of the contractors:—

- Section No. 1, Gordon, Woodward & Chamberlain.
- " 2, 3 and 4, Wm. Davis & Sons.
- " 5, 6, 7 and 8, Gilbert Blasting and Dredging Co.
- " 10, Jocks, De Lorimier & Brodeur.

The works on section No. 1 were completed in the year 1882.

The works on sections Nos. 2, 3 and 4 are progressing steadily, and it is calculated that they will be completed next season.

Sections 6 and 7 and a part of sections 5 and 8 have been abandoned, a scheme of dams having been adopted in substitution for the enlargement of this section of the canal. The work on the balance of sections 5 and 8 is progressing slowly, but it is hoped it will be completed in 1895. The plan of enlargement of the section of the canal entrance between Mille Roches and the head of Sheik's Island, being parts of sections 5 and 8, and the whole of sections 6 and 7, was only abandoned and the new scheme of dams at Mille Roches and the head of Sheik's Island adopted, after long deliberation and careful consideration on behalf of the Minister and his officers, and it is believed that this new scheme of making as it were an artificial lake will greatly expedite traffic and avoid delays from leakages and consequent breaking away of the banks in this dangerous part of the canal. The work of constructing these dams is under contract with Messrs. Wm. Davis & Sons, able and experienced contractors, who are now organizing for a vigorous prosecution of the work; they have already shut off the river, preparatory to providing for the foundation of the dams.

The works on section 10 are drawing near a close and it is estimated that they shall be completed early next season.

The appropriation for this canal on capital account for the year was \$500,000, of which was expended in carrying on the works, &c., the sum of \$352,536.13.

WILLIAMSBURG CANALS.

On the Farran's Point division no work of enlargement has been undertaken, but a survey has been made and plans prepared.

On the Rapide Plat division, the contractors' names are:—

- Section 1, Poupore & Fraser.
- " 2, The Weddell Dredging Co.
- " 3, Poupore & Fraser.
- " 4, Wm. Broder.

The work is progressing slowly and will, it is believed, occupy two seasons yet to complete.

The appropriation for this work on capital account was \$250,000, of which was expended during the year \$217,669.28.

On the Galops Division, Point Iroquois to Galops, work is under contract only between Cardinal and Galops, the work at the upper entrance of the canal being executed under contract with Messrs. Murray & Cleveland, who are making good progress with the work and hope to be completed next season.

GALOPS RAPID IMPROVEMENT.

The deepening, widening and straightening of the Galops channel is under contract with Messrs. E. Gilbert & Sons, the width of channel was to be 200 feet, the depth of water 17 feet; this work proceeded to a certain point at which the contractors claimed they had completed their contract, but the Government, from information placed on record, contend that it is not completed and have called upon the contractors to proceed with it to completion, but up to this date they have

given no indication of an intention to do so. Owing to the obstructions remaining in the channel it has been necessary to buoy the dangerous points, nevertheless, vessels have used the channel very little, in many places the depth of water is only from 13 to 14 feet, and in one particular case, it is found to be only 10 feet 6 inches.

NORTH AND SOUTH CHANNELS.

These channels extend from head of Galops Canal to Prescott, it has not yet been finally decided which channel will be taken, but Mr. Rubidge has made a survey of both, and the plans and other information are now ready for action.

Full particulars may be had by reference to the report of Mr. Rubidge, the Superintending Engineer of the Murray, Cornwall and Williamsburg Canals, hereto attached.

ST. PETER'S CANAL.

There was an appropriation on capital account for this work of \$8,000, of which only \$811.50 was expended, being the amount due on the final estimate of contractor McKinnon for building wharf.

CANALS.

OPERATIONS AND MAINTENANCE—GENERAL.

The canals have been operated throughout the year without any serious delay to traffic, and the necessary repairs have been executed to maintain them in efficient working condition.

STATEMENT showing the dates of Closing and Opening of Canals.

Canals.	Closed.	Opened.
Lachine.....	30th November, 1892....	4th May, 1893.
Beauharnois.....	1st December, 1892 ..	1st May, 1893.
Cornwall.....	4th do 1892....	1st May, 1893.
Williamsburg.	13th do 1892....	27th April, 1893.
Welland.....	12th do 1892....	24th April, 1893.
Chambly	1st do 1892....	8th May, 1893.
St. Ours.....	1st do 1892....	8th May, 1893.
Ste. Anne's.....	28th November, 1892....	29th April, 1893.
Carillon and Grenville ...	30th do 1892....	1st May, 1893.
Rideau.....	{ At Kingston.	30th do 1892....
	{ At Ottawa.....	30th do 1892....
Trent Valley.	30th do 1892....	1st May, 1893.
Murray.....	30th do 1892....	13th April, 1893.
St. Peter's.....	9th January, 1893....	2nd April, 1893.

STATEMENT showing the dimensions of the Locks on the Canals.

Name of Canal.	EXISTING SYSTEM.				UNDER CONSTRUCTION.			
	No. of Locks.	Length.	Width.	Depth of water on mitre sill.	No. of Locks.	Length.	Width.	Depth of water on mitre sills.
		Ft.	Ft. in.	Ft. in.		Ft.	Ft.	Ft.
Lachine.....	5	270	45	14				
Beauharnois.....	9	200	45	9				
Chambly.....	9	118 to 125	22 6	7				
			to 24					
St. Ours.....	1	200	45	7				
Ste. Anne's (new).....	1	200	45	9				
Carillon and Grenville.....	7	200	45	9				
Culbute.....	2	200	45	5				
Trent Valley.....	13	134	33	5				
Rideau.....	49	134	33	5				
do Perth branch.....	2	134	32	5 6				
Murray.....	No Locks.			11				
Cornwall.....	3	200	55	9	6	270	45	14
	3	270	45	14				
Williamsburg.....	6	200	45	9	6	270	45	14
Welland (new).....	26	270	45	14				
do (old).....	24	150	45	10 3				
	2	200	45	10 3				
	1	230	45	10 3				
Welland Feeder.....	1	150	26 6	9				
	1	200	45	9				
Welland Port, Robinson branch..	2	150	26 6	9 10				
do Maitland branch..	1	185	45	11				
Sault Ste. Marie.....					1	900	60	20
Soulanges.....					4	270	45	14
St. Peter's.....	1	200	48	18				

MEMO.

The question of organization and staff requirements on the several canals is a subject which has been under consideration for some time, but no decision has yet been communicated to me.

LACHINE CANAL.

Two accidents occurred during the year. The first accident was of rather a serious character, a leak in the canal bank on the north side of the regulating weir at St. Gabriel's locks having developed on the 19th of December, 1892, which it is reported by the superintending engineer was caused by the imperfect construction and maintenance of the flume leading to the Montreal Woollen Mills. No delay occurred in commencing to repair the bank, &c., and on the 25th of December, 1892, the work was completed as was supposed and the water let into the canal; the weather, however, was so severe during the time the work was being carried on that the frost so operated on the clay puddle, that the leak broke again on the 28th December, 1892, the repairing of which was done during the time the water was let out of the canal to enable the work of reconstructing the Wellington Street and Grand Trunk Railway bridges to proceed. The repairing of this break in the bank of the canal cost \$14,075.64.

The second accident, which was only a slight one, occurred on the 10th of May, 1893, the tug "William Paul" striking the St. Gabriel bridge, damaging it to the extent of \$262.75. Action is being taken to collect both these amounts. Many

necessary repairs were done during the year which are enumerated in the superintendent's report hereto attached.

The cost of repairs on this canal for the year 1892-93 amounted to as follows, viz.:—

Ordinary repairs.....	\$ 51,616 79
Special repairs—	
Building 4 pair gates.....	18,992 94
Rebuilding walls, old lock No. 1.....	8,825 81
Covering drain with plank.....	4,223 15
Removing two stationary bridges at St. Gabriel and repairing two bridges at Lachine.....	4,819 86
Repairing leak in bank at St. Gabriel's.....	14,075 64
Total.....	<u>\$102,554 19</u>

BEAUHARNOIS CANAL.

One accident occurred on this canal during the year which was by a slight break on the 3rd of May in the bank below the waste weir at lock 12; the damage was promptly repaired, navigation having only been interfered with for 15 hours. The canal works having been maintained in good condition at a cost of \$14,107.11, being for ordinary repairs. The superintendent's report, hereto attached, enumerates the works upon which the expenditure was made.

CHAMBLY CANAL.

No accidents have occurred on this canal during the year which in the slightest degree interfered with navigation. Three slight breaks occurred in the side walls of the tail race of the waste weir, near lock 6, which were quickly repaired.

The cost of ordinary repairs amounts to.....	\$12,451 03
Special repairs—	
Rebuilding wall of lock 5.....	7,499 87
Rebuilding fences.....	2,499 95
Building wall along public road.....	3,990 54
Providing electric motor at Chambly.....	2,082 65
Examining and repairing sill at lock 9.....	991 98
Rebuilding locks.....	2,433 66
Total.....	<u>\$31,958 68</u>

ST. OURS LOCK.

No accident of any kind has occurred at the lock during the year, and no obstruction to navigation. All necessary ordinary repairs have been executed at a cost of \$1,994.34.

STE. ANNE'S LOCK.

There was no interruption of any kind to traffic during the year. The lock received the necessary repairs, amounting to:—

Ordinary repairs.....	\$2,800 03
Special repairs—puddle wall to stop leaks.....	2,406 42
Repairs to upper gates.....	3,000 24
Settle with contractor old pier below lock.....	1,115 22
Total.....	<u>\$9,321 91</u>

CARILLON AND GRENVILLE CANAL.

No interruption to traffic occurred on this canal during the season. The necessary repairs were made, the heaviest work undertaken being the repairs to the Carillon dam which were extensive and difficult of accomplishment. Much credit is due to Mr. Gaherty, the officer in charge of these works, for the able manner in which he has conducted them. The amount expended on repairs is as follows:—

Ordinary repairs.....	\$10,669 28
Special repairs—repairs to Carillon dam.....	24,631 06
Rebuilding retaining walls, lock No. 6... ..	4,912 22
Rebuilding upper wing wall, lock No. 7.....	12,755 46
Total.....	<u>\$52,968 02</u>

Much interesting detail may be found in the report of the superintending engineer and other officers hereto attached.

CULBUTE CANAL.

This canal has fallen into disuse and no expenditure on repairs is made, but large claims for damages are made in connection with flooding of lands, so that the canal whilst being a source of expense to the country is, it appears, of no benefit to the commerce of the country, and it becomes a question as to whether or not it would not be good policy to cut away the dams at Rocher Fendu Rapids and at Grand Calumet Falls, the former being on the south and the latter on the north side of Calumet Island. I suggest that it would.

Expended in settlement of land damages during the year, \$1,420.60.

TRENT VALLEY CANAL.

No accident has taken place on this canal during the year and no interruption to traffic has occurred. There were 2,884 lockages during the year. Owing to the heavy rainfall in this district during the year, the water has been unusually high, flooding some of the low lands, for which claims have been presented from time to time.

The following is the expenditure on repairs for the year, viz.:—

Ordinary repairs.....	\$2,087 17
Special repairs—towards construction of dredge.....	3,057 85
Swing bridge at Bobcaygeon.....	119 50
Complete dam at Fenelon Falls.....	1,407 05
Build crib at Young's Point.....	1,182 29
Build crib at Lakefield.....	846 39
Rebuilding Heely's Fall dam.....	4,189 32
Towards maintaining swing bridge, Fenelon Falls.....	36 50
Total.....	<u>12,926 07</u>

The Grand Trunk Railway swing bridge at Fenelon Falls not having been completed on 30th June last, the appropriation made in aid of its construction lapsed, amounting to \$13,000.

The work is, however, far advanced and will probably be completed in November, 1893.

RIDEAU CANAL.

No accident occurred on this canal during the year to interrupt the traffic. The canal has been successfully operated and the works maintained in an efficient state of repair. The dredging fleet is in good working condition and was employed

during the year at Black Rapids, Long Island and at "Catch All." At the two former places she cut out shoals and at the latter point she cut a channel through a neck of land.

The expenditure in maintenance during the year has been as follows, viz. :—

Ordinary repairs	\$18,789 50
Special repairs—bridge at Oliver's Ferry.....	8,715 55
Cutting round dry dock at Ottawa and making slope...	983 86
Repairs to dam at Hogsback	5,039 25
Bridge at Merrickville.....	8,000 79
Rebuilding tow-path between Hartwell and Hogsback.	1,432 40
Land damages, &c.....	103 86
Total	\$43,064 21

For full details of works executed during the year, refer to the superintending engineer's report hereto attached.

MURRAY CANAL.

The traffic on this canal was uninterrupted during the year, 830 vessels were passed through. The canal has been maintained in good order. The expenditure on repairs during the year were as follows, viz. :—

Ordinary repairs.....	\$5,341 34
Special repairs	Nil.
Total	\$5,341 34

For fuller details refer to the superintendent's report attached hereto.

CORNWALL CANAL.

There were only two serious accidents on the canal during the year. The first occurred on the 3rd of August, 1892, caused by barge "Toronto" smashing gates at lock No. 19, which stopped navigation 28 hours. The cost of repairing damage amounted to \$1,103.21. The second accident occurred on the 2nd of June, 1893, caused by steamer "Hall" knocking out two gates of lock No. 19, which stopped navigation for 26 hours. Cost of making repairs \$1,060.70. Both these amounts are being collected from the owners of the craft which did the damage. The necessary repairs have been done to the canal to maintain it in efficient condition.

The expenditure on maintenance during the year has been as follows, viz. :—

Ordinary repairs.....	\$9,668 14
Special repairs.....	Nil.
Total.....	\$9,668 14

For more specific information see superintendent's report attached hereto.

WILLIAMSBURG CANALS.

The only accident which has occurred on these canals is the sinking of the propeller "Acadia" in the Rapid Plat Division.

The canals have been maintained in good repair and no detentions to traffic have occurred by reason of any accident upon these canals.

The expenditure on maintenance for the year amounted to as follows, viz.:—

Ordinary repairs.....	\$ 8,347 97
Special repairs—building one pair of lock gates.....	3,675 00
Total.....	<u>\$12,022 97</u>

Superintendent Hickey gives a description of the nature of the numerous items of repairs which were executed upon these canals during the year.

WELLAND CANAL.

There were fourteen accidents on this canal during the year, but only one was of a serious nature, the damage in this one case amounting to \$3,828.23, whereas the damage arising from the whole fourteen amounted to \$4,532.25. The serious accident referred to occurred on the 22nd October, 1892, occasioned by the steamer "Arabian" colliding with lock gates knocking them out and smashing them (owing to the engineer not obeying the signal of the officer on the bridge and continuing to run wheel full speed). Repairs were at once commenced and put through with energy, delaying the traffic for 30 hours only. The season's operations have been successful and the canal works have been efficiently maintained. The amounts of expenditure on repairs during the year amounted to as follows, viz.:—

Ordinary repairs	\$65,016 84
Special repairs—rebuild bridge over lock No. 12, &c.	5,700 00
Construction of piers for Thorold bridge.....	629 07
Repairing slide which occurred in August, 1891..	372 70
Repairing piers at Port Colborne, Port Maitland and Canal Bank Summit Level.....	791 94
Repairing bridges damaged in February, 1889.....	3,000 00
Constructing bridge across feeder at Petit Road.....	1,217 63
Construction of culvert at Stromness.....	6,725 26
Construction of new swing bridge for railway.	2,294 71
Cleaning and deepening back ditch.....	387 74
Restoring drainage at Port Colborne.....	814 58
Removing shoal at mouth of Chippewa River.....	3,199 50
Total.....	<u>\$90,149 97</u>

Full detail particulars of the repairs which have been done during the year may be found in the reports hereto attached of the superintending engineer and the superintendent.

ST. PETER'S CANAL.

There were no mishaps on this canal nor was navigation in any way impeded during the year.

The expenditure on repairs during the year amount to:—

Ordinary repairs.....	\$ 1,856 30
Special repairs—Reconstruction part of west wall.	9,626 11
Excavating lock at tow-path.....	361 67
Total.....	<u>\$11,844 08</u>

The superintending engineer's report hereto attached gives a description of the work done during the year.

RAILWAY SUBSIDIES.

I submit herewith a statement prepared by Captain Costin showing the amount of cash subsidies granted in aid of railway construction and equipment, the total amount paid up to the end of June, 1893, and also up to 1st October, 1893; also a statement showing the railways which have been granted aid in land.

6,113 miles have been granted cash subsidies per mile, 676 miles have been granted cash subsidies per annum, and 4,050 miles have been granted land per mile. Of these 4,331 miles under cash subsidy per mile have been constructed; 252 miles under cash subsidy per annum have been built, and 1,546 miles with land grant aid have been built as follows:—

Total mileage cash subsidies granted.....	\$18,527,251
do do paid.....	12,167,597
Total annual subsidy granted including interest.....	508,144
do do paid including interest.....	1,763,850*
Total land grant, acres.....	31,892,400

The foregoing statement of cash subsidies does not include the Canadian Pacific Railway nor the Canada Central Railway. These roads received:—

Canadian Pacific Railway	\$25,000,000
Canada Central Railway.....	1,525,250

Total..... \$26,525,250

The foregoing statement of land grant aid does not include the Canadian Pacific Railway or the Esquimalt and Nanaimo Railway. These roads received:—

Canadian Pacific Railway.....	25,000,000 acres.
Esquimalt and Nanaimo... ..	1,900,000 "

Total..... 26,900,000 "

CANAL STATISTICS FOR SEASON OF 1892.

These statistics were compiled by Mr. Teakles, the clerk in charge, they are for the season of navigation of 1892, and contain a quantity of interesting information.

TABLE showing the tons of freight passing through each canal; the tons collected; the number of trips of vessels passing through each canal, for year ended 31st December, 1893.

Name of Canal.	Tons of Traffic passing through.	Tolls collected.	Number of Trips of Vessels passing through.
Lachine.....	966,755	\$ cts.	10,412
Beauharnois.....		66,067 46	
Cornwall.....			
Williamsburg.....			
Welland.....	955,554	195,803 25	2,615
Chambly.....	270,766	20,959 25	2,696
Ste. Anne's.....	647,011		2,667
Carillon.....		43,066 68	
Grenville.....			
Rideau.....		4,987 52	
Murray.....	93,366	585 29	2,690
Trent.....	13,729	725 76	843
St. Peter's.....	22,513	3,155 86	1,291
	59,042		1,891

* \$1,017,450 of this amount was paid to Quebec Government as interest on subsidy of \$2,394,000. No portion of this principal has been paid.

RAILWAY STATISTICS FOR YEAR ENDED 30TH JUNE, 1893.

The statistics were prepared by Mr. Thomas Ridout, from returns made to the Honourable Minister of Railways by the railway companies.

TABLE showing the growth of the Railways from year to year, since the opening of the first line in 1837.

Year.	Miles in Operation.	Year.	Miles in Operation.
1836.....	0	1865.....	2,145
1837.....	16	1866.....	2,150
1838.....	16	1867.....	2,258
1839.....	16	1868.....	2,269
1840.....	16	1869.....	2,497
1841.....	16	1870.....	2,497
1842.....	16	1871.....	2,497
1843.....	16	1872.....	2,508
1844.....	16	1873.....	2,638
1845.....		1874.....	2,642
1846.....		1875.....	4,826
1847.....	59	1876.....	5,157
1848.....	59	1877.....	5,574
1849.....	59	1878.....	6,143
1850.....	71	1879.....	6,484
1851.....	93	1880.....	6,891
1852.....	212	1881.....	7,260
1853.....	423	1882.....	7,530
1854.....	657	1883.....	8,086
1855.....	855	1884.....	9,576
1856.....	1,296	1885.....	10,149
1857.....	1,428	1886.....	10,697
1858.....	1,654	1887.....	11,691
1859.....	1,997	1888.....	12,162
1860.....	2,087	1889.....	12,628
1861.....	2,087	1890.....	13,256
1862.....	2,110	1891.....	14,009
1863.....	2,110	1892.....	14,588
1864.....	2,145	1893.....	15,020

FATAL ACCIDENTS for Year ended 30th June, 1893.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines.....	2	21	5	28
Getting on or off trains in motion.....	5	6	15	26
At work making up trains.....		3		3
Coupling cars.....		9		9
Collisions and derailments.....	3	8	3	14
Striking bridges.....				
Walking or being on track.....		12	87	99
Explosions.....				
Other causes.....	1	13	23	37
Total.....	11	72	133	216

The tables appended may be summarized as follows:—

Miles of railway completed (track laid) ..	15,320
do sidings.....	2,012
do iron rails in main line..	437
do steel do	14,883
Capital paid (including the four following items)....	\$872,156,475
Government bonuses paid.....	\$153,523,816
do loans paid.....	\$21,619,149
do subscriptions to shares paid	\$300,000
Municipal aid paid.....	\$14,017,957
Miles in operation.....	15,020
Earnings.....	\$52,042,397
Working expenses	\$36,616,033
Net earnings.....	\$15,426,364
Passengers carried.....	13,618,027
Freight carried (tons).....	22,003,599
Train mileage.....	44,385,953
Passengers killed.	11
Number of elevators	53
do guarded level crossings.	139
do unguarded do	9,552
do overhead bridges.....	401
do level crossings of other railways.....	208
do junctions with other railways.....	304
do do branch lines	216
do engines owned	1,937
do do hired.....	17
do sleepers and parlour cars owned	155
do do do hired.....	6
do first class cars owned	949
do do hired.....	28
do second class and immigrant cars owned..	662
do do do hired...	2
do baggage, mail and express cars owned...	601
do do do hired....	9
do cattle and box freight cars owned.	33,795
do do do hired.....	1,946
do platform cars owned.....	15,545
do do hired.	174
do coal and dump cars owned	3,330
do do hired	125

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer of Railways and Canals.

J. H. BALDERSON, Esq.,
Secretary, Dept. Railways and Canals,
Ottawa.

APPENDIX No. 5.

INTERCOLONIAL RAILWAY,
OFFICE OF THE GENERAL MANAGER.

MONCTON, N.B., 28th September, 1893.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year which ended 30th June, 1893.

I inclose the reports of the chief engineer and the mechanical superintendent, and the following statements prepared by the chief accountant and treasurer:—

- No. 1. Capital account.
 2. Revenue account.
 3. Locomotive power.
 4. Car expenses.
 5. Maintenance of way and works.
 6. Station expenses.
 7. General charges.
 8. General stores account.
 9. General balance.
 10. Comparative statement of averages.

The mileage of railway in operation during the year was the same as stated in last year's report, 1,142 miles.

CAPITAL ACCOUNT.

The cost of road equipment on 30th June, 1892, by last report was.....	\$ 53,949,933 65
The additions during the year were as follows:—	
Increased accommodation at Halifax.....	\$ 56,934 62
Additional sidings at Halifax	4,500 00
Increased accommodation at New Glasgow.....	5,999 47
do do Moncton.....	8,590 00
do do St. John	9,512 58
Additional property accommodation at St. John.....	120,526 49
Extension along the front of City of St. John	2,816 63
To pay interest and costs, Gallivan vs. The Queen.....	476 30
Stations and sidings at Eureka Junction....	9,000 00
Branch line at Campbellton to Mowatt's wharf.....	1,914 00
Rolling stock.....	16,813 06
Construction.....	125 65
St. Charles Branch.....	1,061 59
Total	\$238,260 39
Deduct St. Charles Branch refund.....	9,275 60
Total.....	\$228,984 79
Cape Breton Railway.....	13,730 47
Train ferry between Mulgrave and Point Tupper.....	46,252 27
Oxford and New Glasgow Railway.	7,949 05
	<hr/>
	\$ 296,916 58
Making the total cost on the 30th June, 1893.....	<hr/> \$ 54,246,850 23 <hr/>

Increased accommodation at Halifax.—This is for the purchase of land to increase the freight accommodation.

Additional sidings at Halifax.—These were required chiefly for the steamship business.

Increased accommodation at New Glasgow.—This completes the work commenced last year, of building offices and station, and extending the freight shed and yard.

Increased accommodation at Moncton.—This is for additional machinery for the workshops.

Increased accommodation at St. John.—This is the cost of a freight shed erected at the Deep water terminus, also the cost of building cribwork, grading, laying tracks, and making roads to utilize the recently acquired property.

Additional property accommodation at St. John.—This is the balance of the cost of the Harris property.

Extension along the front of the City of St. John.—This is an extension of the railway track to several city wharfs, made at the request and with the co-operation of the city authorities. A contract was made and work commenced in the latter part of the year.

To pay interest and costs, Gallivan vs. The Queen.—This is for the settlement of an old land claim at St. John.

Station and sidings at Eureka Junction.—Large iron smelting works were recently erected at this place, a town called Ferrona was built, and a branch railway was constructed; these made passenger and freight stations and sidings necessary. They were completed during the year. The amount named is the cost.

Branch line at Campbellton to Mowatt's wharf.—This is to connect the railway with navigable water at that point.

Rolling stock.—This is the cost of applying the Westinghouse automatic air brake to 86 freight cars, and of fitting 10 passenger-train cars with steam-heating apparatus; also the cost of apparatus to be fitted to other cars.

The total number of passenger train cars fitted with apparatus to heat them by means of steam from the locomotive is 200, and the total number of locomotives fitted to give steam to heat the cars is 62.

The total number of freight cars fitted with the Westinghouse automatic air-brake is 747.

Construction.—This was a payment on account of the original construction of the railway.

St. Charles Branch.—The expenditure is for legal expenses in connection with land claims; the credit is the refund of money used to tender claimants in payment for land, but which tender was refused.

Cape Breton Railway.—This consists of payments made at Ottawa in connection with the construction of the road.

Train ferry between Mulgrave and Point Tupper.—This is for dredging, and building docks and transfer bridges for the train ferry.

Oxford and New Glasgow Railway.—This consists of payments made at Ottawa for the construction of the road.

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—

Gross earnings.....	\$3,065,499 09
Expenditure	3,045,317 50
	<u>\$ 20,181 59</u>

The gross earnings compare as follows with those of the previous year:—

In 1892-93.....	\$3,065,499 09
In 1891-92.....	2,945,441 97
	<u>\$ 120,057 12</u>

The earnings from passenger traffic compare as follows :—

In 1892-93.....	\$1,002,912 74
In 1891-92.....	961,427 94
	<u>\$ 41,484 80</u>

The earnings from freight traffic compare as follows :—

In 1892-93.....	\$1,868,823 84
In 1891-92.....	1,803,529 03
	<u>\$ 65,294 81</u>

The earnings from mails and sundries compare as follows :—

In 1892-93.....	\$193,762 51
In 1891-92.....	180,485 00
	<u>\$ 13,277 51</u>

The number of passengers carried compares as follows :—

In 1891-92.....	1,297,732
In 1892-93.....	1,292,878
	<u>4,854</u>

There was a decrease of 9,822 in the number of local passengers, and an increase of 4,968 in through passengers.

The weight of freight carried compares as follows :—

	Tons.
In 1892-93.....	1,388,080
In 1891-92.....	1,264,575
	<u>123,505</u>

There was an increase of 279,845 tons of local freight, and a decrease of 156,340 tons of through freight.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year :—

Articles.	1891-92.	1892-93.	Increase.	Decrease.
Barrels of flour.....	954,015	856,913		97,102
Bushels of grain....	3,776,677	1,514,619		2,262,058
Lumber in feet.....	175,474,340	181,211,013	5,736,673	
Head of live stock..	87,889	93,369	5,480	
Other goods in tons....	858,635	1,031,184	172,549	

The quantity of coal carried from the mines in Nova Scotia to the upper provinces, compares as follows with the previous year :—

	Via Chaudière Junction and St. Henri Junction.	Via St. John.
	Tons.	Tons.
In year ended 31st December, 1891.....	116,005	7,663
do do 1892.....	118,164	655

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1891-92.....	\$ 3,439,377 00
In 1892-93.....	3,045,317 50
	<u>\$ 394,059 50</u>

The averages compare with last year as follows:—

	Cents.
Per mile run by engines—	
In 1891-92.....	60·96
In 1892-93.....	57·21
Per mile run by trains—	
In 1891-92.....	73·13
In 1892-93.....	69·20
Per mile of railway—	
In 1891-92	\$3,011 71
In 1892-93	2,666 65

The necessary repairs were made to the permanent way and structures, and all the works of the railway were maintained in a state of efficiency.

The number of ties renewed was 390,000, 150 miles of track were rebalasted, 30 miles of track were relaid with heavier steel rails, 67 lbs. to the yard, and two miles of new sidings were constructed at various places.

One new steel bridge of 80 feet span was put in to replace a wooden one. Fifteen pairs of new steel plate girders each from 40 to 50 feet span, were put into bridges to strengthen them.

The floors of a large number of bridges were renewed and improved.

The fences received necessary repairs, and 75 miles of new fences were built.

In addition to the repairs of snow fences, 11,000 lineal feet of snow fences were built.

The snow sheds received necessary repairs, and 2,000 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were repaired, one station building, and one agent's dwelling were built, and one freight shed was rebuilt.

The wharfs at various places received necessary repairs.

The rolling stock received necessary repairs and is in good order.

Two first-class passenger cars, one combined postal and smoking car, eighty freight cars, three snow-ploughs and one flanger car were built.

The water service was maintained in a state of efficiency.

STORES.

The value of stores purchased was.....	\$ 962,351 18
The value of stores used was	1,302,343 62
The value of old material sold was.....	103,653 21
The value of stores on hand at the end of the year was:—	
Ordinary stores, including fuel.....	\$ 267,269 00
Iron and steel rails and fastenings	161,133 93
Old material for sale.....	73,724 73
Total.....	<u>\$ 502,127 66</u>

GENERAL.

The snow fall along the line during the winter of 1892-93 was not as heavy as usual and the cost of clearing snow and ice was less than it had been for many years

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,

Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa.

No. 2.—INTERCOLONIAL RAILWAY.

DR.

REVENUE ACCOUNT, Year ended 30th June, 1893.

CR.

Previous Year.	Expenditure.	Year ended 30th June, 1893.	Previous Year.	Earnings.	Year ended 30th June, 1893.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
1,148,199 20	Locomotive power, Abstract No. 1	1,054,488 19	961,427 94	Passenger traffic..	1,002,912 74
703,557 89	Car expenses, Abstract No. 2....	675,174 52	1,803,529 03	Freight traffic....	1,868,823 84
1,007,935 40	Maintenance of way and works, Abstract No. 3.	763,147 96	180,485 00	Mails and sundries	193,762 51
3 3,569 74	Station expenses, Abstract No. 4	374,641 07	2,945,441 97		
189,263 60	General charges, Abstract No. 5.	196,256 77			
3,442,525 83		3,063,708 51			
3,148 83	Car mileage.....	18,391 01			
		3,045,317 50			
	Balance	20,181 59	493,935 03		
3,439,377 00		3,065,499 09	3,439,377 00		3,065,499 09

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No 1).

Previous Year.		Year ended 30th June, 1893.
\$ cts.		\$ cts.
11,985 68	Mechanical superintendent's salary, clerks, office and travelling expenses ..	12,314 20
273,946 11	Wages, drivers, firemen and cleaners.	255,555 73
485,123 87	Fuel.....	459,021 87
47,324 88	Oil, tallow, waste and small stores....	38,270 58
273,548 23	Repairs to engines, tenders and engine tools.....	233,911 98
33,979 92	Water, including pump and tank repairs.....	32,193 60
22,290 51	Miscellaneous	23,220 23
1,148,199 20		1,054,488 19

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 4.—INTERCOLONIAL RAILWAY.
CAR EXPENSES—(Abstract No. 2).

Previous Year.		Year ending 30th June, 1893.
\$ cts.		\$ cts.
89,811 00	Repairs to passenger cars	82,683 36
24,656 74	do postal, express and baggage cars.....	21,635 70
210,149 12	do freight cars and vans.....	208,728 98
8,297 98	do snow-ploughs and flangers.....	6,249 56
247,725 93	Wages of conductors, train baggage-masters and brakemen.....	233,097 91
25,643 02	Oil and waste for packing	22,192 87
63,524 71	Small stores and fuel	66,898 37
33,749 39	Miscellaneous.....	33,687 77
703,557 89		675,174 52

MONCTON, N.B., 30th June, 1893.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.
MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

Previous Year.		Year ending 30th June, 1893.
\$ cts.		\$ cts.
7,753 96	Chief and assistant engineers, salaries, clerks, office and travelling expenses.	6,986 66
425,053 54	Wages, repairing roadway, fences and semaphores, including new sidings laid in.....	352,490 37
150,649 59	Rails and fastenings, including new sidings laid in	75,507 29
112,912 04	Sleepers.....	84,435 73
169,378 31	Timber, lumber, &c., for repairs to bridges, cattle-guards, snow sheds, fences, &c.....	123,412 60
9,588 00	Repairs to wharfs.....	8,019 73
87,836 88	Repairs to buildings and platforms, including extensions of and additions to same.....	67,190 18
11,410 52	Repairs to tools	12,961 59
30,340 46	Cleaning snow and ice.....	29,881 31
3,012 10	Miscellaneous	2,262 50
1,007,935 40		763,147 96

MONCTON, N.B., 30th June, 1893.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.		Year ended 30th June, 1893.
\$ cts.		\$ cts.
306,068 66	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers.....	287,068 18
87,501 08	Fuel, oil, light, stationery, tickets and other incidental expenses.....	87,572 89
	Miscellaneous.....	
393,569 74		374,641 07

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.		Year ended 30th June, 1893.
\$ cts.		\$ cts.
76,366 77	General manager and district superintendents, train despatchers, general freight agent, general passenger agents' salaries, clerks, office and travelling expenses.....	76,767 33
25,578 91	Chief accountant and treasurer, traffic auditor, paymaster and cashiers' salaries, clerks, office and travelling expenses.....	27,414 24
6,758 26	Damages to men, animals and goods.....	12,415 82
29,922 20	Ferry service.....	31,211 40
2,766 13	Telegraph expenses (not including pay to operators).....	1,613 65
32,699 79	Miscellaneous—printing, advertising, &c.....	30,233 72
15,171 54	Agency expenses.....	16,600 41
189,263 60		196,256 77

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 8.—INTERCOLONIAL RAILWAY.

Dr. GENERAL STORES ACCOUNT, Year ended 30th June, 1893. Cr.

1892. June 30.	To Balance	\$	cts.	1893. June 30.	\$	cts.	By Issues during year	\$	cts.
					723,864	62	Sales of material, fuel, &c., to other railways, &c.	12,801	22
1893. June 30.	Purchases during year		962,351				Sales of old material.	103,653	21
	Charges from other departments		167,404				Balance—		1,418,797
	Labour		54,388				Ordinary stores, including fuel ..	267,269	00
	Staff pay-rolls		12,915		1,197,060	49	Iron and steel rails and fastenings	161,133	93
							Old material for sale ..	73,724	73
									502,127
									1,920,925
									11

MONCTON, N.B., 30th June, 1893. THOMAS WILLIAMS,
Chief Accountant and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.

Dr.

GENERAL BALANCE, Year ended 30th June, 1893.

Cr.

	\$	cts.		\$	cts.
Cash.....			By Dominion of Canada.....	683,115	06
General stores—			Suspense.....	4,137	59
Ordinary stores, including fuel.....	\$	267 269 00	Canadian Pacific Ry.—traffic account.....	15,167	35
Iron and steel rails and fastenings.....		161,133 93	do New Brunswick division..	0	06
Old material for sale.....		73,724 73			
Stations.....			Central Railway of New Brunswick.....	15,167	41
Rents.....			Elgin, Petibodiac and Havelock Railway.....	47	26
Departmental accounts—			Nova Scotia Central Railway.....	1	62
Railways and Canals.....	\$	81 65	Salisbury and Harvey Railway.....	7	39
Agriculture.....		1,452 07	Grand Trunk Railway—general.....	8	68
Post Office.....		18,539 19	Chatham Railway.....	2,734	54
Marine.....		36 85	Prince Edward Island Steam Navigation Co.....	0	07
Militia and Defence.....		3,616 86		1	50
Grand Trunk Railway—traffic.....					
Windsor and Annapolis Railway—traffic.....	\$	750 71			
do general account.....		705 95			
C. P. R. rolling stock.....					
Oxford and New Glasgow Railway.....					
Atchison, Topeka and Santa Fe Railway.....					
Western Counties Railway—general account.....	\$	15,893 35			
do traffic.....		1,657 42			
Canadian Pacific Railway.....	\$	2,334 50			
do New Brunswick division.....		6,343 24			
Canada Eastern Railway—general.....	\$	1,891 62			
do traffic.....		5,891 09			
New Brunswick and Prince Edward Island Railway.....					
Carleton Place Railway.....					
Quebec Central Railway.....					
Howton and Albany Railway.....					
Kent Northern Railway.....					
Tenimouche Railway.....					
Buckton and Moncton Railway.....					
Capo Breton Railway.....					
Bay Chaleur Railway.....					

Boston and Maine Railway.....	22 02
Maine Central Railway.....	6 13
South Eastern Railway.....	12 50
New York and New England Railway.....	9 89
Spring Hill and Parrsboro.....	3,161 99
Halifax and Cape Breton Railway.....	1,161 42
Elgin Branch Railway.....	726 10
Pennsylvania Railway.....	17 00
New York, Chicago and St. Louis Railway.....	14 40
Cumberland Railway and Coal Co.....	66 69
New Glasgow Coal, Iron and Railway Co.....	0 84
Pullman Palace Car Co.....	50 30
Canadian Express Co.....	3,161 63
Allan Steamship Line.....	1,892 13
Acadia Coal Co.....	736 02
Intercolonial Coal Co.....	1,497 50
International Coal Co.....	24 73
Union Bearing Co.....	928 18
Halifax Cotton Co.,—siding.....	8,936 91
Polson Iron Works.....	273 25
Town of Dartmouth.....	28,000 00
Western Union Telegraph Co.....	350 74
C. P. R. Telegraph.....	186 00
St. John Street Railway Co.....	20 00
Nova Scotia Steel and Forge Co.....	11 25
Ontario Car and Foundry Co.....	1,276 00
Coldbrook Rolling Mills.....	1,967 41
Steamer "Contest".....	277 50
do "Admiral".....	2,314 34
Mallory Steamship Line.....	0 59
Steamship "Vancouver".....	33 50
L. C. R. Employees' Relief and Insurance Association.....	7 00
Remittances destroyed.....	788 81
Sherbrooke Tank Line.....	0 95
Schr. "Mary Jane".....	71 30
Nauwigewauk Station.....	3 00
Glengarry Station.....	5 00
Bloomfield Station.....	25 21
Coal Branch Station.....	65 84
Weldford Station.....	55 00
St. Luce Station.....	80 00
Bic Station.....	22 00
St. Arsene Station.....	107 12
Valley Station.....	6 65
Iona Station.....	72 71
Napan Station.....	40 00
Kent Junction.....	28 38
Derby Junction Station.....	231 04
Gloucester Junction Station.....	78 87
Dalhousie Junction Station.....	19 69

Cr.

GENERAL BALANCE, Year ended 30th June, 1893—Concluded.

Dr.

	\$	cts.		\$	cts.
Campbellton Freight Station					
Isle Verte Station		25 00			
Individual accounts		25 00			
		15,112 74			
Total			Total	706,221	12

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1893.

	1893.	1892.
Mileage of railway.....	1,142	1,142
Engine mileage.....	5,323,279	5,641,888
Train do.....	4,400,792	4,703,151
Car do.....	49,537,490	51,940,141
Receipts per engine mile..... Cents.	57.58	52.21
do mile of railway..... Dollars.	2,684.32	2,579.19
Percentage of passenger earnings to gross earnings.....	32.72	32.64
do freight do do.....	60.96	61.23
do other do do.....	6.32	6.13
Expenses per engine mile:—		
Drivers, firemen and cleaners' wages..... Cents.	4.80	4.85
Fuel.....	8.62	8.60
Oil, tallow, waste and small stoves.....	.72	.84
Repairs to engines.....	4.39	4.85
Water and tank repairs.....	.62	.60
Miscellaneous.....	.43	.40
Total.....	19.58	20.14
Mechanical superintendent's salary, office and travelling expenses.....	.23	.21
Total.....	19.81	20.35
Locomotive power per engine mile..... Cents.	19.81	20.35
Car expenses do.....	12.68	12.47
Maintenance of way and works per engine mile.....	14.34	17.87
Station expenses do.....	7.04	6.98
General charges do.....	3.68	3.35
Car mileage..... Cr.	57.55	61.02
Total per engine mile.....	57.21	60.96
Locomotive power per train mile..... Cents.	23.96	24.41
Car expenses do.....	15.34	14.96
Maintenance of way and works per train mile.....	17.34	21.43
Station expenses do.....	8.51	8.37
General charges do.....	4.46	4.02
Car mileage..... Cr.	69.61	73.19
Total per train mile.....	69.20	73.13
Working expenses per mile of railway.....	2,666.65	3,011.71

THOMAS WILLIAMS.

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, N.B., 1st September, 1893.

SIR,—I have the honour to submit my report of the Engineering Department for the year ended 30th June, 1893.

TRACK.

During the year 30½ miles of old steel rails (4-inch) have been taken up and replaced with new 4½-inch steel rails, weighing 67 pounds to the yard.

TIES.

During the year, 398,546 ordinary ties, and 143 sets of switch ties, were renewed.

BALLASTING.

About 76,863 cubic yards of ballast were used during the year throughout the whole line. The cost of this service amounted to \$37,511.20.

SEMAPHORE SIGNALS.

New semaphore signals have been erected at the following places: Milford, Shubenacadie, Alton, Thomson, Nappan and Dalhousie Junction. Necessary repairs have been made to all other signals throughout the line.

SIDINGS.

During the year, five miles of additional siding accommodation was provided.

FENCING.

Seventy-five miles of new barbed wire and woven wire fence was erected during the year in place of pole fence and post and board fences, and at points where no fences had previously been erected. The expenditure for this service was \$41,768.03.

SNOW SHEDS AND FENCES.

On northern division No. 3, 2,000 lineal feet of snow shedding were renewed, and throughout the line, 11,877 feet of snow fencing were renewed. Large repairs were also made to snow sheds and snow fences.

WHARFS AND TRETTLES.

Heavy repairs were made to the Deep Water Terminus wharf built in 1882, the capping and stringers on the north side were entirely renewed in pitch pine, hemlock being previously used. Heavy repairs were also made to the caps and stringers under the freight shed. Four hundred and twenty-nine feet of the coal trestle approach at the Deep Water Terminus (built of hemlock originally), were renewed in pitch pine. Heavy repairs were also made to the coal shed and trestle approach on the north wharf.

One of the turntables on the coal trestle approach on the north wharf was renewed.

A heavy storm stripped a portion of the elevator gallery roof, this was renewed, and large repairs were made to the trestle supporting the elevator gallery.

A cribwork retaining wall about 400 feet long, and 7 feet high, was erected at the north side of the Marine and Fisheries wharf. The south wharf occupied by the Marine and Fisheries Department, was almost entirely renewed, and large repairs made to the north wharf occupied by the same department.

At Richmond, 350 feet of the coal trestle approach was renewed with pitch pine timber. Necessary repairs were made to the north and south wharfs at Richmond.

At Pictou Landing large repairs were made to the east wharf, about one-half of it from low water mark was renewed. Five mooring posts were put in.

Large repairs were made to the wharfs at both Mulgrave and Point Tupper. Additional blocks, wharfs and barges were provided at these points for the transfer service to be established, connecting the Eastern Extension Division with the Cape Breton Division.

At Newcastle, 100 feet of the west side of the Deep Water Wharf was renewed. Large repairs were made to the coal trestle approach at Newcastle yard.

At Pictou necessary repairs were made to the old railway wharf and also the new wharf.

At Truro the coal trestle was overhauled and repaired.

At Springhill and Amherst the coal trestles were overhauled and repaired.

At Sackville and Dorchester slight repairs were made to wharfs where necessary.

At Point du Chêne a new wharf 434 feet long and 15 feet wide was built; the steamboat wharf was extended 225 feet by 17 feet, and 240 feet of new wharf was built on the west side of the dock. Necessary repairs were made to the east wharf.

At St. John, 312 feet of cribwork was built on the flats on the north and west boundaries of the railway property at York Point, and a comparatively large area will shortly be available by the deposit of rubbish from the city.

At the Deep Water Terminus some piles were driven and foundation timbers put in. Necessary repairs were made to the ballast wharf, and a runway for horses placed on top of the wharf.

The coal trestle at St. John also received necessary repairs.

At Dalhousie necessary repairs were made to the deep water wharf.

At Hadlow, Pointe Lévis and Lévis, a gang of carpenters were engaged throughout the season making necessary repairs to cribwork.

BUILDINGS AND PLATFORMS.

At Halifax one side of the Deep Water Terminus freight shed roof was renewed. A new hardwood floor was laid in the city ticket agent's office, and the walls of the same office were also sheathed.

At Richmond large repairs were made to the house occupied by the mechanical foreman, which was badly damaged by fire. The sills of the station were renewed and the roof resingled. A new floor was put in the agent's office. Necessary repairs were made to the roof of Richmond round-house, and a number of windows put in the dome of the same building.

The sills of the sugar shed (640 feet long) on the south wharf were renewed. The roof of the coal shed was resingled and the building generally overhauled and repaired.

At Bedford the roof of the agent's house was resingled and the sills and joists of building repaired where necessary.

At Rocky Lake the platform was renewed.

At Elmsdale necessary repairs were made to the freight-house.

At Milford the passenger platform, 250 feet long, was renewed and the loading platform at the same place overhauled and repaired.

At Stewiacke the loading platform, 140 feet long, was renewed and extended 100 feet.

At Brookfield the cattle yard was repaired.

At Truro the station platform was renewed, and new sills were placed under the station, where required. New hardwood floors were laid in the waiting-room, conductor's room and the mechanical foreman's office; a new floor was also laid in the baggage-room.

The mechanical blacksmith shop was moved from the east to the west side of the round-house, and the track blacksmith shop moved from near the tannery to the same place. These buildings were attached and made into one shop.

General repairs were made to the outside of round-house, and eight new smokestacks were put up. The old hemlock floor between nine pits was replaced with a brick floor laid on a solid foundation of sand and ashes.

At West River the loading platform was repaired.

At Lansdowne the loading platform was renewed.

At Ferrona Junction a new passenger station, freight-house and platform was provided to accommodate the business arising from the construction of the new iron furnaces at this place.

At Stellarton the roof of addition to engine shed was overhauled and repaired, and necessary repairs were made to the roof of the old portion of engine shed.

At New Glasgow the new brick passenger station, &c., referred to in my report of last year, was completed and opened for traffic in October, 1892. The roof of the old part of freight-house was covered with iron shingles. The baggage-room was moved to its proper position, and underpinned with heavy flatted cedar. A hardwood floor was laid in the station agent's office in the freight shed.

At Pictou Landing, the north side of roof of station was recovered with metallic shingles.

At Tracadie a small kitchen 12 by 16, was put up for the agent, and necessary repairs were made to the station.

The small flag station at Gerrior's was moved to a point half a mile east, and the name changed to Monastery.

Necessary repairs were made to the following stations: Antigonish, Pomquet, Afton, West Merigomish, James River and Avondale.

At Malgrave the station house was moved some 20 feet, and the station freight-house and icehouse painted. The platform at this place was also lengthened and widened.

At Denmark and Oxford stations new cattle-pens were provided.

At Wallace a well was provided for the use of the station agent.

At Tatamagouche and Pugwash Junction, water was put into the stations for the agent's use.

At East Mines necessary repairs were made to the clapboards of station building, and the roofs of station and coal shed covered with iron shingles. These buildings were also painted.

At Londonderry necessary repairs were made to the sides and roof of station, and the building painted. New sills and a new floor were also laid in the car inspector's office, and a new floor laid in the tank house. These buildings were painted.

At Atkinson's Siding a new flag station and platform were provided in place of the one destroyed by fire.

At Thomson new sills were placed under the station, a new floor laid in the waiting-room, and the walls sheathed and painted. Necessary repairs were also made to the platform. The station was painted.

At Spring Hill the station was overhauled and repaired, and a new hardwood floor was laid in the kitchen, a new floor was also laid in the coal shed, and the building painted.

At Amherst a new hardwood floor was laid in the kitchen of restaurant and the building painted. A small office was put up in the freight-house and the building painted. The roof of blacksmith's shop was re-covered with iron shingles. The loading platform, 200 feet long, was renewed.

At Maccan new sills were put under the office and the walls sheathed and painted. A new hardwood floor was also laid in the office. The station was painted.

At Fort Lawrence the top of loading platform was renewed.

At Aulac the station building was overhauled, repaired and painted. The office, waiting-room and kitchen were sheathed and the walls painted.

At Sackville new sills were placed under the station, new floors were laid in the office and ladies' waiting-room, and the walls of office sheathed and painted. The station was painted.

At Evan's Flag Station a new floor was put down, and the roof repaired and painted.

At Rockland and College Bridge the stations were overhauled, repaired, and painted. The platforms were also repaired.

At Calhoun's a new roof was put on the station and painted. A tool-house was also erected for the section men.

At Shediac necessary repairs were made to the station building and freight-shed. The station platform was extended at the east end, and the freight-shed platform, 140 by 15 feet, renewed.

At Pointe du Chêne a new cattle yard was provided, and the old ones were renewed. Double deck gangways were also provided to facilitate the loading of sheep.

At Moncton nine sections of the floor of the old round-house were renewed. A new foundation was put under the drop table in the erecting shop, and a trestle erected for the hydraulic lift. The south side of the freight-house was recovered with iron shingles and painted. The station building and restaurant were overhauled, repaired and painted. Large repairs were made to the workmen's cottages on Bridge Street. Necessary repairs were made to the mechanical shops and other railway buildings in Moncton yard.

At Salisbury the station platform was extended 25 feet.

At Petitcodic necessary repairs were made to the station building, freight-house and platform.

At Anagance the building was overhauled and repaired.

At Sussex the roofs of coal shed and oil shed were recovered, and the station platform extended 90 by 15 feet. A new loading platform 120 by 20 feet, was erected to provide accommodation for the large lumber business now done at this station.

At Hampton modern water-closets were provided in the general waiting-room, and the old-fashioned closets at this station done away with.

At Model Farm the station platform, 100 by 11 feet was renewed.

At Quispamsis a new loading platform was erected.

At St. John two of the long car shops recently acquired from James Harris & Company, were refitted and converted into freight warehouses, the floor of the south shop was taken up, and a track 600 feet long laid throughout the whole length of this shop. The chimney in connection with boiler-house was taken down, and the engine-room was converted into an office.

The interior walls of the train shed were kalsomined and painted; necessary repairs were also made to the windows in the roof of train shed.

At Harcourt the foundation of coal shed was repaired.

At Kent Junction the roof of coal shed was recovered with iron shingles.

At Acadieville a new combined passenger and freight station was erected at a cost of \$675.

At Indiantown a cellar was made under the station for the agent's use, and the roof of engine-house was overhauled and repaired.

At Newcastle a new freight-house and loading platform was erected to replace the one destroyed by fire in August, 1892, at a cost of \$1,500, 120 feet of the station platform was renewed, the roof of blacksmith's shop was recovered, and other necessary repairs made to the engine-house and station.

Necessary repairs were made to all passenger and loading platforms between Moncton and Newcastle.

At Beaver Brook the station was overhauled, repaired and painted.

At Bartibogue the foundation of tank was repaired.

At Red Pine the station was overhauled and repaired, and one side of the roof shingled and painted.

At Bathurst necessary repairs were made to the roofs of the station building, baggage-room and freight-house. A box drain was put in to carry away the waste water from the station.

At Petit Rocher the station was overhauled, repaired and painted.

At Belledune the loading platform was repaired.

At Jacquet River the station building and freight-house were overhauled, repaired and painted; the loading platform was rebuilt.

At New Mills the station was overhauled, repaired and painted, a new hard-wood floor was laid in the agent's office, and a pump provided for the station.

At Charlo the doors and windows of station were repaired, and a box drain put in to carry away the water from the cellar. The sills of coal shed were renewed, and the iron roof of station painted.

At Dalhousie Junction the roof of station was recovered, and necessary repairs made to the freight shed and station platform.

At Dalhousie the coal shed was repaired, and a new iron smokostack was provided for the engine-house. The station platform were partially recovered.

At Campbellton the car shop was thoroughly overhauled; the sills were renewed, the clapboarding partially renewed and the roof recovered with tar and gravel. Large repairs were also made to the enginehouse, five sections of the floor were renewed. The roofs of coal and wood sheds and iron store were recovered with cedar shingles. The freight-house and ice-house were painted two coats.

At Metapedia the inside of waiting-room was sheathed.

At Millstream the roof of section foreman's house was resingled.

At Assametquaghan the inside of waiting-room was sheathed, and the floor of kitchen renewed.

At Causapscal hardwood floors were laid in the waiting-room and office, the walls of waiting-room were sheathed with matched pine.

At Amqui the waiting-room was sheathed with matched pine.

At Cedar Hall the old station was thoroughly overhauled and repaired. A stone foundation was put under it, and an addition made to it of living apartments for the station master at a cost of \$1,000. The passenger platform was renewed and extended. The roofs of tank-house and coal shed were recovered with iron shingles. The station and freight-house were painted.

At Metis the station and freight-house were overhauled, repaired and painted.

At St. Octave the station platform was renewed.

At Ste. Flavie the roof of coal shed was recovered with iron shingles.

At St. Anaclet the station was overhauled, repaired and painted, and the platform was renewed.

At Rimouski necessary repairs were made to the station and freight shed.

At Trois Pistoles repairs were made to the station and restaurant.

At Cacouna the station was overhauled, repaired and painted; the station platform was partially renewed.

At Rivière du Loup necessary repairs were made to the station and freight shed. The floor of engine-house was partially renewed. A patent automatic six-seat flush closet was provided for the mechanical shops.

The woodwork of the engine-house and the building occupied by the stores department was painted.

At Elgin Road the station platform was renewed.

At L'Islet a new hardwood floor was laid in the waiting-room.

At St. Pierre the station platform was renewed.

At St. Charles necessary repairs were made to the station and the woodwork painted.

At St. Henri a new hardwood floor was laid in the waiting-rooms.

At Hadlow large repairs were made to the floor of engine-house. A number of tenement houses on the Chapman property were thoroughly overhauled, repaired and painted.

At Lévis the station was repaired and painted.

BRIDGES AND CULVERTS.

At Richmond the centre pier of swing span of the Narrows bridge was overhauled and pointed with Portland cement.

One abutment of an open culvert one and a half miles east of Milford was taken down and rebuilt, and the superstructure of wood was replaced with iron girders.

Near Stewiacke, an arch culvert was extended 30 feet to retain the embankment which was gradually slipping into the river.

At Stewiacke River, one of the abutments was partially rebuilt.

At Alton the abutments of large open culvert were taken down and replaced with substantial masonry laid in cement. The original was cheap rubble masonry laid in lime.

At Truro the cast iron turntable, 45 feet in diameter, was replaced with a rivetted steel plate girder 55 feet in diameter. This involved the rebuilding of the "race circle," and the resetting of the centre foundation.

Near Lorne on the Pictou Branch, two stone cattle-guards were rebuilt.

Large repairs were made to a tunnel carrying a stream under the track near West River. It caved in from the surface, and had to be cleaned out and shored up to carry the track above it. It is now being lined with masonry.

At Sutherland's River a pair of iron bents were put under ends of main stringers of the 160 feet span erected last year.

At Pine Tree Gut two bents of trestle were renewed, and other necessary repairs made to the structure.

At Dewar's Mills an old Howe truss was replaced with a steel plate girder of 80 feet span. The abutments were built up 8 feet in concrete for the new girders, which were not so deep as the old wooden ones.

Large repairs were made to the old Howe trusses at James River, Murphy's and West River.

At Yankee Grant permanent stone bridge seats were built under ends of steel girders put in last year.

Thirty-seven new braces were put in the 100 feet Howe truss at Pomquet, and eight new wall plates.

Four bents of Pomquet pile trestle broken by the run of ice were renewed.

A standard top and guard rails were put on Stewart's Brook bridge.

Five beam culverts near New Glasgow were converted into box culverts. This makes the track safer, and reduces the cost of maintenance.

A cedar box culvert was put in under an embankment at mile post 60 (near Piedmont), the original culvert having choked up.

Large repairs were made to Brown's Point pile bridge at the Pictou Town Branch, 100 cross-ties were renewed. The cribwork on embankment approaches of this structure was carried up about 2 feet higher to prevent the heavy seas washing over it.

Standard pitch pine floors and guard rails were put on five spans of lattice girders at Truro and Belmont.

A pair of iron girders were put in on bridge at Quispamsis in place of wooden stringers, struts and straining beams.

The floors of overhead iron bridges at Lakeside and Hampton were renewed.

A new pitch pine standard floor and guard rails were put on Jardine's bridge, near St. John.

Stanley Street overhead bridge was overhauled, repaired, and the floor partially renewed.

Two open culverts on section 51 were rebuilt; the frost had disturbed and partially thrown down the walls.

A gang of rivetters were engaged about three months between St. John and Halifax overhauling, repairing, tightening loose nuts and making other necessary repairs to iron bridges.

A gang of men were engaged about three months pointing the piers and abutments of the Miramichi River bridges.

A cedar culvert 28 feet long was built near Barnaby River to take surplus water in high freshets, which has heretofore been carried off in the side ditches of cuttings, thus causing serious damage to the ballast.

At Barnaby River a rip rap wall of stone 175 feet long, 5 feet high and 2 feet thick was built on the north side of the bridge to prevent the north abutment of bridge from being undermined; 60 feet of cribwork at the same point damaged by a high freshet, was repaired.

A cedar box culvert 6 by 3½ feet, in area, and 62 feet long, was built on the Indiantown Branch, near Derby Junction, in place of a smaller one washed out by freshet.

Small repairs were made to a number of box and beam culverts between Moncton and Newcastle.

The following bridges were overhauled, repaired, scraped and painted:—

Humphrey's Millstream bridge.....	3 spans	60 feet.
North River.....	1 do	50 do
Cocaigne, south branch.....	1 do	24 do
Cocaigne, north branch.....	1 do	24 do
Buctouche.....	1 do	30 do
South Branch, Coal Branch River.....	3 do	40 do
North do do.....	3 do	40 do
Richibucto.....	3 do	50 do
Kouchibouguacis.....	1 do	80 do
Third Crossing, Barnaby River.....	1 do	80 do
Second do do.....	1 do	80 do
Bartibogue.....	1 do	80 do
Mill Creek.....	3 do	60 do
Nepisiguit.....	6 do	100 do
Tetagouche (overhead).....	1 do	90 do
River Ouelle.....	9 do	44 do
Boyer River ..	2 do	79 do
do ..	1 do	56 do
do ..	1 do	55 do
Government Street.....	1 do	55 do
do ..	2 do	20 do
St. Joseph Street.....	1 do	47 do
do ..	2 do	20 do

A cedar crib was built at undercrossing at Elm Tree, at a cost of \$160, to protect the diversion of public road which was liable to be washed out at high water.

Nineteen box and beam culverts between Newcastle and Campbellton were repaired and pointed.

At McKinnon's Brook a wooden span of 18 feet was replaced with iron girders.

Nine culverts between Campbellton and Ste. Flavie were repaired and pointed.

New cross-ties were put on the lattice girder at the second crossing at McKinnon's Brook.

The stringers and cross-ties on 20 open culverts between Ste. Flavie and Rivière du Loup were renewed. The masonry of 46 structures on this division was overhauled and pointed.

Two pairs of new steel deck plate girders, 44 feet span, were put in one mile west of St. Roch, in place of iron girders that were insufficient for the present traffic.

One pair of new steel plate girders of 54 feet span was put in one and a half miles east of L'Islet, in place of lighter iron girders.

At Mill Creek a new span of 29 feet was put in place of a lighter girder.

Eleven pairs of new plate girders were put in as follows, of 40 feet span:—

One	3 miles west of St. Paschal.
One	1 do east do do
Two	1 do west do do
One	2 do do do Ste. Hélène.
One	near Ste. Anne's.
One	$\frac{1}{2}$ mile east of St. Jean Port Joli.
Two	1 do Trois-Saumons.
Also	1 49-feet span near Etchemin.

A trestle bent on a stone foundation was put in to strengthen one of the 50-feet is at Boyer Bridge.

The above named spans were all painted, and provided with standard pitch pine rails and iron guard rails.

The work of strengthening the old plate girders on the Rivière du Loup Division has now been completed. The masonry on this division is of a very inferior class (chiefly rubble laid in lime mortar), and very heavy repairs are required annually. A large gang of masons was employed throughout the working season.

The wing walls of abutments of an iron bridge west of Rivière du Loup, were rebuilt from the foundations. They had been thrown down by the action of the frost.

An arch culvert near Chaudière was almost entirely rebuilt. The abutments of two bridges between Chaudière and Hadlow were rebuilt from the foundations.

These heavy renewals have been going on since the line was taken over from the Grand Trunk Railway in 1879, and are now approaching completion, so that a reduction in maintenance under this head may be expected.

GENERAL.

At Ferrona Junction (near New Glasgow) where the New Glasgow Coal Company's branch line connects with the Intercolonial Railway, a new yard was graded and siding accommodation provided for about 150 cars. The business at this place is increasing very fast, and a further extension of sidings will likely be necessary in the near future.

At Grand Lake, 800 feet of cedar cribwork was built to protect the embankment from the wash of the lake.

At New Glasgow, the approaches to the passenger station were graded and macadamized. A stone curb and asphalt sidewalks were provided on three sides of the station. Safety gates were provided at Bridge Street crossing in the town of New Glasgow.

Sixteen pairs of cattle-guards at public crossings were renewed between New Glasgow and Mulgrave; heavy flatted cedar was used instead of hemlock.

About 5,000 cubic yards of dredging was done at Mulgrave and Point Tupper to give depth for the new iron steamer to be used for the transfer service between these two points.

A stone foundation was put in for a track scale at Sydney, and a new scale ordered.

A large amount has been expended in widening and cleaning cuttings and widening embankments on the Oxford and New Glasgow, and Cape Breton Divisions. Seventy-five men and two working trains were engaged in this service about two months.

At Pictou the hemlock cribwork, 745 feet long, was filled solid with stone picked up along the line. The main line and sidings of Pictou yard were lifted 8 inches and packed in cinders from the engine-house.

At Oxford Junction the small 4-inch rails and bar plates on the Y were replaced with 4½-inch steel rails and angle plates and a guard rail laid inside. Frequent derailments occurred on this Y previous to this.

About three miles of side ditching at the foot of embankments on the marshes between Calhoun's Mills and Amherst has been done during the year.

The standing water which kept the road-bed soft has now almost disappeared.

About five miles of similar ditching has been done on the Rivière du Loup Division.

Two aboisdeaux between Memramcook and Dorchester were thoroughly overhauled and put in good order.

Six ton depot scales were put in the new freight shed at Newcastle. The old scales were destroyed when shed was burned. Two scales of the same capacity were put in new warehouse on the Deep Water Terminus wharf at St. John.

I have the honour to be, sir,

Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Monoton, N.B.

INTERCOLONIAL RAILWAY,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 28th September, 1893.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ended 30th June, 1893:—

- A.—Statement showing the number of locomotives and various classes of cars.
- B.—Statement showing the locomotive and car mileage, and the average number of passenger and freight cars hauled per mile run by engines.
- C.—Abstract of locomotive returns.
- D.—Statement of the cost of locomotive power for each month during the year.
- E.—General statement of the expenses of the Mechanical Department.

The following is a summary of the principal work done:—

DRAWING OFFICE.

Complete set of drawings made for new class of heavy 10-wheel express engines. Standard drawings revised and redrawn.

LOCOMOTIVE REPAIRS.

Rivière du Loup Shops.

Fifteen engines received heavy repairs and 23 medium repairs, the following new parts being supplied: 2 tube sheets, 16 fire-box half-side sheets, 2 cylinders, 5 driving wheels, 28 driving tires, 2 side rods, 8 crank pins, 6 truck axles, 1 extension smoke-box. Twenty-two boilers were tested.

Richmond Shops.

Eight engines had heavy repairs and 20 medium repairs; the following new parts being supplied: 20 driving tires, 8 crank pins, 3 smokestacks, 3 pilots, 1 tender truck, 1 tender frame, 1 engine was equipped with the Westinghouse air-brake and 3 engines with "Sewall" heaters. Eleven boilers were tested.

Moncton Shops.

Sixty-nine engines received heavy repairs and 57 medium repairs; 92 boilers were tested; 39 fire-boxes were patched; 6,884 tubes were pieced.

The following new parts were supplied: 2 inside fire-boxes, 14 tube sheets, 2 fire-box side sheets, 11 fire-box half sides, 2 domes, 19 smoke-stacks, 17 cylinders, 24 pistons, 38 driving wheels, 173 driving tires, 22 driving axles, 124 crank pins, 3 main rods, 44 side rods, 3 cabs, 21 pilots, 3 engine trucks, 3 tender trucks, 2 tender frames.

Six engines were equipped with the Westinghouse air-brake; 4 with extension smoke-boxes and 18 with "Sewall" heaters.

Ninety-three tenders and 89 engines were painted and varnished, and 10 engines and tenders were renovated and varnished.

CAR REPAIRS.

Moncton Shops.

Rebuilt.—Two first-class, 1 postal, 80 freight cars, 3 snow-ploughs and 1 flanger car.

Heavy repairs.—Ten sleepers, 4 parlours, 1 official car, 29 first-class, 38 second-class, 5 emigrant sleepers, 12 postal, 14 baggage cars, 4 vans, 480 freight cars, 5 snow ploughs, 2 flanger cars.

Light repairs.—Four sleepers, 131 first-class, 167 second-class, 129 postal, 126 baggage, 62 vans, 4,266 freight cars, 10 snow ploughs, 4 flanger cars.

Painted and varnished.—Two sleepers, 17 first-class, 17 second-class, 3 immigrant sleepers, 7 postal, 6 baggage cars.

Painted.—Six snow ploughs, 3 flangers, 5 vans, 538 freight cars.

Renovated and varnished.—Eight sleepers, 4 parlours, 1 official, 15 first-class, 16 second-class, 2 immigrant sleepers, 6 postal, 8 baggage cars.

Eighty-six box cars were equipped with the Westinghouse air-brake, and steam heating was applied to 1 sleeper, 2 first-class, 6 second-class and 1 baggage car.

A large amount of work was done to freight and baggage trucks, chairs, safes, ticket cases, footboards and other articles.

BRASS FOUNDRY.

Output.—61,619 lbs. brass castings, 95,986 lbs. brass bearings.

NEW PLANT AND MACHINERY.

Locomotive Shops.—New driving-wheel lathe, new crank planer, new heavy slotting machine, new cylinder borer.

In the erecting shop a hydraulic engine hoist was built. The drop table and gearing were repaired.

"Ehrhardt" weighing scales were fixed up and put in operation for weighing locomotives and cars.

Car Shops.—New circular sawing machine, new rip and cross-cut saw, new four-side moulder.

Dixie Exhaust Fan.—Arrangement of fans and piping erected in wood machine shops for collecting shavings and sawdust for fuel, and transmitting same to boiler house.

WATER SERVICE.

Calhouns.—New 50,000 gallon standard tank built. 500 feet 6-inch cast iron pipe and 1,000 feet 4-inch cast iron pipe laid. Old tank removed.

Elmsdale.—New stone foundation for 50,000 gallon tank.

West River.—New stone foundation put in for new tank. 500 feet 4-inch cast iron pipe put in.

Londonderry.—New 16,000 gallon tank and trestle built.

Tatamagouche.—1,100 feet 4-inch cast iron pipe laid. Reservoir built. Stone foundation put in for tank.

Crowsons.—Old tank removed and material shipped to Moncton.

Wallace.—Tank removed to Tatamagouche.

Halifax.—Water crane rebuilt.

Ile Verte.—New trestle and new floor for tank.

Pointe du Chêne.—Boiler repaired. Tank raised 15 inches.

Springhill.—Boiler retubed and tested.

Ste. Anne.—Steam pump and boiler repaired.

Piedmont.—Reservoir repaired.

Mulgrave.—Relaid 500 feet 6-inch pipe.

Bathurst.—Repaired and painted tank and rebuilt reservoir.

Charlo.—Repaired and cleaned reservoir.

Rivière du Loup.—Two repaired steam pumps put in.

I hereby certify the rolling stock to be in good order.

I have the honour to be, sir,
Your obedient servant,

FRANCIS R. F. BROWN,
Mechanical Superintendent.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N. B.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1892, and on the 30th June, 1893.

	THE VARIOUS CLASSES OF CARS.														Locomotives.
	First-Class Sleepers.	Second-Class Sleepers.	Parlour.	First-Class Passenger.	Second-Class Passenger.	Postal and Smoking.	Baggage and Express.	Box.	Platform 10, 15 & 20 tons.	Hoppers, 6 tons.	Gondolas, 20 tons.	Coal Cars, 20 tons.	Cattle.	Vans.	
On hand, serviceable.....	206	15	5	91	95	23	39	2027	2084	999	471	782	95	99	6830
do condemned.....			1	1		1		44	46			12	8		113
Changed from gondolas to platform.....	206	15	6	92	95	24	39	2071	2130	999	471	794	103	99	6943
Total.....	206	15	6	92	95	24	39	2071	2142	999	471	782	103	99	6943
Condemned, July, 1892.....			1	1		1		44	46			12	8		113
do during the year.....				2				7	47		12	8			76
Less—Rebuilt.....				3	1	1		51	93		12	20	8		189
To be rebuilt.....			1	2				60	60			*15	8		86
			1	1				51	33		12	5			103

J. SUTTON,
Mechanical Accountant.

Moncton, N.B., 30th June, 1893.

B.—INTERCOLONIAL RAILWAY.
Statement of Locomotive and Car Mileage for the Year ended 30th June, 1893.

MONTHS.	LOCOMOTIVE MILEAGE.		CAR MILEAGE.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Plough.	Average Passenger.	Average Freight.
1892—July.	109,077	217,210	519,327	252,488	2,925,786	3,697,601	.....	7 07	13 47
August.....	110,162	210,367	545,298	251,744	2,802,072	3,599,114	.....	7 23	13 31
September.....	110,616	218,577	490,235	237,768	3,064,258	3,792, 61	46	6 58	14 02
October.....	102,393	249,217	440,035	225,843	3,384,032	4,049,910	.....	6 49	13 58
November.....	102,898	287,938	436,114	226,206	3,941,479	4,603,799	3,837	6 45	13 71
December.....	105,263	287,463	461,840	238,312	4,005,390	4,705,542	3,164	6 64	13 93
1893—January.....	104,341	279,424	415,610	223,143	3,317,120	3,955,873	13,916	6 12	11 87
February.....	95,432	267,538	385,882	204,002	3,237,575	3,827,459	15,867	6 18	12 10
March	110,431	336,726	486,276	240,618	4,190,154	4,917,048	6,037	6 58	12 44
April.....	104,190	281,654	487,382	233,085	3,632,620	4,352,987	2,091	6 90	12 90
May.....	103,033	265,844	433,974	230,772	3,544,034	4,208,780	1,163	6 44	13 33
June.....	101,144	239,854	454,986	242,267	3,129,863	3,827,116	2,973	6 89	13 05
Totals	1,258,980	3,141,812	5,556,969	2,806,248	41,174,283	49,537,490	49,094	6 64	13 10

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

C.—INTERCOLONIAL RAILWAY.
ABSTRACT of Locomotive Returns for the Year ending 30th June, 1893.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.	Miles Run to 1 hour in Steam.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.
1892—July.....	36,674	385,487	11,538	23,386	21,578	8,933	10.78	6,533	5.91	5.45	2.25
August.....	35,800	389,481	11,286	22,315	19,861	8,936	10.88	6,491	5.73	5.09	2.29
September.....	36,913	398,769	11,960	22,574	19,430	9,013	10.80	6,693	5.66	4.87	2.26
October.....	39,468	425,927	13,288	23,337	19,945	9,491	10.79	6,963	5.62	4.68	2.22
November.....	42,909	467,008	15,348	26,731	21,304	9,784	10.88	7,357	5.73	4.56	2.09
December.....	44,839	473,781	16,558	26,302	21,176	9,642	10.57	7,832	5.55	4.46	2.03
1893—January.....	44,202	462,388	15,708	25,861	20,341	8,567	10.46	7,606	5.59	4.39	1.85
February.....	42,591	433,376	15,453	24,746	20,347	8,354	10.29	7,914	5.64	4.64	1.91
March.....	50,470	536,419	17,909	28,317	24,828	10,233	10.63	7,478	5.38	4.63	1.91
April.....	43,914	466,295	15,114	25,642	20,451	8,850	10.62	7,260	5.49	4.38	1.89
May.....	42,409	450,004	13,102	20,049	22,244	9,215	10.61	6,522	5.79	4.94	2.05
June.....	39,606	419,344	11,566	23,223	21,297	8,366	10.59	6,178	5.54	5.06	1.99
Totals.....	499,795	5,323,279	168,837	299,093	252,742	109,384	10.66	7,104	5.62	4.73	2.06

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from 1st July, 1892, to 30th June, 1893.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary, Clerks and Office Expenses.	Engine-men's Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine-houses and Turntables.	Total.	Average per 100 miles.					
										Mechanical Supt. & Sty.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.
1892—July..	395,487	1,022 98	18,809 32	30,635 14	3,273 01	23,441 06	1,558 30	985 84	79,725 65	264 75	77 74	83 5 42	81 5 64	40	25 20 15
Aug..	389,481	939 33	18,998 78	30,531 87	3,130 94	21,988 49	1,901 52	1,301 99	78,792 92	244 87	77 84	81 5 64	81 5 64	49	34 20 23
Sept..	398,769	940 92	19,034 62	31,933 33	2,993 51	23,521 70	2,208 24	1,180 24	81,812 56	234 77	80 01	75 5 89	75 5 89	56	29 20 50
Oct..	425,927	968 65	20,724 90	36,130 71	3,254 33	24,767 19	3,301 32	2,019 74	91,166 84	234 87	80 48	77 5 81	77 5 81	76	48 21 40
Nov..	467,008	968 47	21,641 89	41,884 15	3,491 45	20,899 62	3,271 58	2,777 37	94,934 53	214 61	80 97	75 4 48	75 4 48	71	59 20 32
Dec..	473,781	1,221 62	21,178 83	44,283 13	3,378 05	15,818 22	2,795 20	2,205 13	90,880 18	284 47	80 34	71 3 33	71 3 33	69	46 19 18
1893—Jan..	462,388	1,008 49	22,075 49	43,189 61	3,362 42	13,251 42	2,630 17	3,702 56	89,230 16	224 77	80 34	73 2 86	73 2 86	57	80 19 29
Feb..	438,376	1,044 26	21,031 79	43,143 91	2,834 58	11,906 56	2,081 89	2,008 69	84,051 68	244 80	80 83	64 2 72	64 2 72	47	45 19 15
Mar..	536,419	1,010 72	24,161 04	48,950 94	3,692 35	18,513 83	4,346 93	2,043 69	102,719 50	194 56	80 12	69 3 45	69 3 45	81	38 19 14
April..	466,205	1,090 89	22,201 61	41,546 26	3,224 94	20,556 78	1,992 94	2,634 94	93,250 36	234 77	80 89	69 4 41	69 4 41	43	57 19 99
May..	450,004	946 39	21,122 79	35,032 72	2,953 76	20,828 18	2,912 93	1,298 92	85,115 69	224 69	77 78	65 4 63	65 4 63	64	29 18 90
June..	419,344	1,131 48	24,574 67	31,760 10	2,081 24	18,416 93	3,192 58	1,061 12	82,818 12	265 86	77 57	63 4 38	63 4 38	76	25 19 71
Totals ...	5,323,279	12,314 20	255,555 73	459,021 87	38,270 58	233,911 98	32,193 60	23,220 23	1,054,448 19	234 80	80 62	72 4 39	72 4 39	60	44 19 80

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1893.

The miles run by trains	4,400.72
do engines.....	5,323.27
do cars.....	49,537.49
do snow-ploughs.....	49.04
	\$ cts.
The cost of locomotive power	1,054,488.19
The cost of car repairs :	
Repairs to passenger cars.....	82,683.16
do postal, express and baggage.....	21,635.70
do freight cars and vans.....	208,728.96
do ploughs and flangers.....	6,249.56
Oil and waste for packing.....	22,192.87
	341,490.17
The cost of locomotive power per 100 miles run by trains.	
do do do engines.....	23.96
do do do cars	19.80
	2.12
The cost of repairs to cars and ploughs per 100 miles run by trains.....	
do do do engines.....	7.25
do do do cars and ploughs.	5.96
	0.64
The cost of oil and waste for packing per 100 miles run by trains.....	
do do do engines.....	0.50
do do do cars and ploughs.....	0.41
	0.04
The cost of repairs to cars per 100 miles run by them :	
Passenger.....	1.48
Postal, express and baggage	0.77
Freight cars and vans	0.50
Ploughs and flangers	12.73

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

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RETURN
OF
ACCIDENTS AND CASUALTIES

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1893.						
Mar. 4..	22.50	Special	Freight	W. Crockett.....	W. C. Hunter.	192
do 4..	15.10	.....	Shunting.. . . .	.....	E. Tobin.	11
do 8..	3.10	Special	Freight	G. W. Hopper.....	L. Harrat	175
do 9..	21.15	do ..	do	T. W. Johnston..	N. Copeland.. . . .	115
do 11..	20.30	35	Accommodation..	P. E. Heine	O. McGinity	60
do 15..	1.50	Special	Freight.....	J. B. Dube.	D. C. Gallon.....	40
					T. W. Henry	2
April, 4..	2.30	Special	Freight.....	J. R. Fisher	B. Probert.....	175
do 6..	5.45	do ..	do	H. Barreau.....	F. Probert	182
do 6..	12.00	do ..	Working	Sam. Bernier.....	J. S. Smith.....	183
do 6..	12.00	do ..	Freight	Joseph Royer.....	D. C. Gallon	2
do 9..	10.30	do ..	do	A. Desjardines.....	Wm. Fraser.....	201
do 13..	19.30	.....	Shunting.. . . .	.....	M. O'Brien.	191
do 19..	9.20	Special	Freight	A. Desjardines.....	A. Connell	77
May 1..	12.40	33	Express	C. J. Rhodes	W. Wall	158
do 9..	7.35	2	do	A. Rainnie	John Stewart.. . . .	131
do 25..	12.20	1	do	D. Rutherford	E. Rushton	59
June 2..	8.00	Special	Working	J. B. Crockett.....	G. Manning	119
do 17..	1.00	do ..	Freight	G. A. Chesley.....	J. J. Irving	50
do 24..	16.00	do ..	do	Geo. Sears.....	T. H. Moore	90
do 25..	7.30	34	Express	John Berry.....	R. Lightbody.....	198
do 27..	16.30	.....	Shunting.. . . .	.....	T. Wilkins.....	100
do 30..	3.00	10.	Express	W. J. Dickson.....	R. Wilson.....	62
July 4..	17.00	.....	Shunting.. . . .	.....	O. Jobin	93
do 13..	16.20	.....	do .. . . .	.....	H. Smith.....	44
do 17..	24.15	Special	Freight.....	P. Y. Christie	J. McLellan	114
do 20..	10.55	do ..	do	R. W. Orchard	J. S. Smith.	183
do 22..	16.30	.....	Shunting . . . . .	.....	Alex. McDonald.. . . .	14
do 23..	9.00	Special	Passenger	J. L. Hebert.. . . .	W. H. Rogeau.....	201
do 25..	15.00	.....	Shunting.. . . .	.....	R. James.	100
Aug. 15..	16.00	24	Freight.....	John Casey.....	Jas. McAuley	192
do 18..	18.00	Special	Working	R. W. Orchard	A. Connell.....	179
do 22..	23.30	do ..	Freight.....	W. W. Irving	W. C. Hunter.	43

RAILWAY.

Line of the Intercolonial Railway during the Year ended 30th June, 1893.

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Nash's Creek	W. C. Hunter	Employee	Jumped from engine on account of side-rods breaking.	Slightly injured.	
Richmond	Ed. Rumbolt	Neither	Run over while gathering coal under cars.	Fatal	Accidental.
Londonderry	S. Thomas	Employee	While coupling	Hand crushed.	
Grenville	T. W. Johnston	do	Knocked down by train breaking apart and colliding.	Face slightly injured.	
Campbellton	H. Cameron	do	Uncoupling engine from train.	Finger amputated.	
Assametquaghan	Thos. Moreau	do	Fell between cars while applying brakes or running over cars.	Fatal	Accidental.
Bedford	Jos. Kenney	do	While coupling	Finger crushed.	
Chatham Junc.	J. J. Hachey	do	do	Hand do	
Sayabec	F. LeBlanc	do	do	do do	
Ste. Luce	J. Deschamplain	do	do	do do	
3 miles W. of Assametquaghan.	Elzear Dube	do	While walking section, struck by train.	Seriously injured	
Moncton	E. Harvey	do	While coupling.	Two fingers crushed.	
Little Metis	E. Gagnon	do	Fell while attempting to get on train in motion.	Shoulder dislocated.	
Bedford	C. J. Rhodes	do	Knocked down by trains colliding.	Hip and leg injuries.	
1 mile E. of Quispamsis.	Gallagher (age 2)	Neither.	Sitting on track.	Fatal	No inquest.
Maccan	Sarah C. Ross	Passenger	Jumped off train while in motion.	Collar-bone dislocated.	
Portage Ballast Pit.	N. Stableford	Employee	Fell off train while in motion	Hand injured	
Shediac	Eph. Herbert	Neither.	Lying on track (intoxicated)	Foot amputated.	
McManus Mills.	Geo. Sears	Employee	While loading timber	Toe broken.	
College Bridge	Dom. O'Brien	do	Jumped off train while in motion.	Arm and collar-bone broken.	
Deep Water Terminal, St. John	Jas. Linkletter	do	While coupling	Finger amputated.	
Amherst	Maggie Reynolds	Neither.	Lying on track (intoxicated)	Fatal	Accidental.
Deep Water Terminal, Halifax.	James Brittain	Employee	Struck by engine while crossing track.	Slightly injured.	
Dartmouth	Jas. McEachren	do	Cars thrown off track	Leg slightly injured.	
Near Shubenacadie.	P. Y. Christie	do	Train broke apart and collided, throwing Christie under cars.	Fatal	Accidental.
Sayabec	August Lamontagne.	do	Jumped off train while in motion.	Leg broken	
Pictou	W. Brownrigg	do	While coupling	Two fingers amputated.	
Isle Verte	Henri Gagnon	Passenger	Jumped off train while in motion.	Hand amputated	
St. John.	Alex. Ward	Employee	While coupling	Two fingers amputated.	
Londonderry	John Carroll	do	Iron pipes rolling off car on his head.	Slightly injured.	
4 miles west of St. Moise.	Theo. Belanger	do	Loading timber	do	
Moncton	W. W. Irving	do	While coupling	do	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1892.						
Aug. 25..	8.30				J. Stockall.....	11
do 31..	8.50	Special	Working	R. W. Orchard	D. C. Gallon.....	183
do 2..	7.45		Shunting.....		J. Stockall.....	11
do 5..	16.00	Special	Freight.....	T. W. Johnston.....	J. G. McDonald	103
do 7..	11.30		Shunting.....		W. Mackie.....	97
do 10..	6.28	33	Express	T. Corbett.....	A. J. Sharpe.....	159
do 10..	18.45				G. W. Anderson.....	32
do 17..	13.00					
Sept. 17..	14.30	Special	Freight.....	D. McIntosh	A. Prowse.....	24
do 24..	20.00		Shunting.....		J. McDowell.....	22
do 27..	15.30	104	Freight.....	A. C. McLean.....	M. A. McLeod	167
Oct. 7..	2.30	Special	do	Jas. Buchanan.....	J. McLellan.....	210
do 12..	13.00	do	do	M. C. Daley.....	B. C. Gesner.....	133
do 17..	20.30	do	do	W. L. Broad.....	G. Manning.....	208
do 22..	12.35	do	Working	R. W. Orchard	D. C. Gallon.....	183
do 30..						
Nov. 4..	14.30	Special	Freight.....	Jas. McDormand.....	J. McLennan.....	114
do 11..	13.00		Shunting		J. W. Boyd.....	95
do 19..	17.50	23	Freight.....	A. E. Brown	Geo. Kentley.....	86
do 21..	17.30	Special	Working	R. W. Orchard.....	E. Thomas.....	177
do 19..	15.00	34	Express	G. Walker	E. Parsons.....	157
do 24..	13.00	Special	Working	D. McIntosh.....	J. H. Campbell.....	55
Dec. 5..	1.20	do	Freight	A. Gamache.....	A. Connell.....	176
do 8..	7.10	do	do	T. C. Ayer	W. C. Hunter	79
do 10..	16.25	101	Accommodation...	R. A. McDonald.....	J. H. Campbell.....	32
do 10..	23.00	Special	Freight	Jas. McIntosh.....	Jno. Dean.....	15
do 12..	12.55	2	Express	D. Rutherford	W. Wall.....	158
do 22..	14.30	Special	Freight	A. Rioux	E. Thomas.....	40
do 31..	19.30	do	do	F. W. Johnston.....	P. O'Toole	5

RAILWAY.

on the Line of the Intercolonial Railway, &c.—Continued.

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Young St., Halifax.	Mills (age 9)	Neither...	Fell off cow-catcher of engine while in motion.	Seriously injured	
Sayabec	Frank Charest	Employee ..	While shoving shanty car out of siding, caught between car and coal shed platform.	Slightly injured.	
Halifax	Chas. E. Rolston (age 14).	Neither....	Attempting to get on cars while in motion.	Fatal	Accidental.
Londonderry ..	S. Thomas ..	Employee ..	Attempting to jump on pilot of engine while in motion.	Knee injured....	
Rivière du Loup	David Earl	do ..	Attempting to get on cars in motion.	Leg broken	
Near Campbellton.	Jas. LeBlanc....	Neither....	Walking on track ..	Fatal	Accidental.
Near Tatamagouche.	Henry Salisbury	Employee ..	Fell off tender of engine....	Toe crushed ...	
Halifax	Jos. Richardson.	do ..	While unloading heavy casting.	Foot crushed....	
Grand Narrows.	Chas. Hamilton.	Passenger ..	Jumped off train while in motion.	Fatal	Accidental.
Truro	A. McLeod	Neither....	Attempting to pass between cars.	Legs injured	
North Sydney ..	D. McLean	Employee ..	Attempting to jump on pilot of engine while in motion.	Leg injured....	
Glengarry	Amos. Langille..	do ..	While engine was taking water, tank pipe fell.	Slightly injured.	
Humphrey Mills	John Doughy...	Neither....	Attempting to jump on a car in motion.	Foot crushed....	
Bible Hill	W. L. Broad	Employee ..	While coupling	Slightly squeezed	
Campbellton	Jos. Damour	do ..	While loading rails	Finger crushed..	
Near Brookfield.	Unknown man ..	Neither....	Found injured alongside of track.	Fatal	Cause of d'th. unknown.
Hopewell	C. Lutes	Employee ..	While coupling	Hand crushed....	
Truro	J. Stewart	do ..	Fell while jumping off hopper in motion.	Seriously injured	
Moncton	Seymour Gould	Neither....	Fell or jumped off train while in motion. (Stealing a ride.)	Fatal	Accidental.
Near Sayabec	G. Boulay	Employee ..	Hand car struck by train ..	Leg broken	
Near Levis	Joseph Poiré ..	Neither....	Struck while crossing track in team.	Slightly injured.	
Trenton	Geo. Crawford..	Employee ..	While coupling	Hand crushed....	
Ste. Flavie	Jas. Poirier	do ..	While applying brakes, slipped and fell between the cars.	Leg amputated ..	
Newcastle	T. C. Ayer	do ..	Attempting to get on van, slipped between van and box car.	Knee and thigh injured.	
Pictou Landing.	M. C. Gelart	Neither....	Crossing track	Fatal	Accidental.
Enfield	Geo. Kearns	Employee ..	While coupling	Hand crushed....	
Bedford	A. Lucas (col'd).	Passenger ..	Jumped off train while in motion.	Foot crushed....	
Belisle Siding ..	Paul Desrosiers..	Employee ..	While coupling	Hand injured	
Stellarton	John Clark	do ..	do	Finger a m p u tated..	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1893.						
Jan. 11..	10.15	105	Freight.	A. C. McLean.	J. Callison.	167
do 11..	17.30	Special	do	J. R. Fisher.	D. Yould.	9
do 17..	10.00	do	do	J. Casey.	J. I. Smith.	51
do 17..	11.25	3	Accommodation.	D. McQuarrie.	J. D. McKay.	62
Feb. 4..	7.50	Special	Freight.	F. Brown.	L. King.	150
do 4..	22.30	46	Accommodation.	M. Audet.	O. Gilker.	77
do 10..	23.00	Special	Freight.	J. Paradis.	O. LeBel.	78
do 11..	10.25	35	Accommodation.	P. E. Heine.	O. McGinity.	60
do 14..	15.40	56	Freight.	A. B. Vance.	J. Wall.	115
do 17..	15.00	Special	do	Thos. Coffey.	W. Gross.	103
do 21..	4.45	do	do	T. Bellemare.	L. Dutil.	85
do 23..	15.32	do	Mail.	Y. C. Campbell.	R. Lightbody.	199
do 23..						
do 27..	1.00	Special	Freight.	W. L. Broad.	(B. C. Gesner.	128
do 28..	8.50	do	do	C. McDougall.	(F. H. Moore.	58
Mar. 1..	7.35		Shunting.		D. Taylor.	33
do 2..	24.40	Special	Freight.	F. Brown.	(M. Tobin.	98
					(E. Tobin.	11
					T. Hennessey.	115

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Concluded.*

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Iona.....	W. Power.....	Employee..	While shunting.....	Foot bruised.....	
Spring Hill Junction.....	J. Kinney.....	do.....	While coupling.....	Hand injured.....	
Aulac.....	A. Lockhart.....	do.....	do.....	do.....	
St. John.....	Wm. Duncan.....	do.....	Attempting to cross track.	Head and leg injured.	
Shubenacadie.....	Wm. McLean.....	do.....	While coupling.....	Hand crushed.....	
Mill Stream.....	Ed. McDonald (deaf & dumb).	Neither.....	Walking on track.....	Fatal.....	Accidental.
Ste. Flavie.....	Alcide Michaud.....	Employee..	While coupling.....	Hand crushed.....	
Moncton.....	S. Lutz.....	do.....	do.....	do.....	
	T. McCallum.....	do.....	Struck by train while rescuing his child, which was on track.	Fatal.....	Accidental.
Murray's Crossing, near Truro	— McCallum (child).	Neither.....	On track.....	Head injured.....	
Wharf Branch, Dorchester.	A. W. Thomson.	Employee..	Attempting to get on pilot of engine.	Foot injured.....	
Near St. Alexandre.	Victor Delisle.....	do.....	Fell off van while in motion	Fatal.....	Accidental.
Near Moncton..	George Edgett.....	Neither.....	Walking on track.....	do.....	do
Deep Water Terminal, Halifax	Jos. McDonald..	Employee..	While checking baggage, slipped and fell.	Shoulder dislocated.	
Cold Brook....	H. P. Brand.....	do.....	While coupling.....	Hand crushed.....	
Berry's Mills...	E. Thompson.....	do.....	do.....	do.....	
Richmond.....	Henry Roach.....	do.....	Thrown off car by engines colliding.	Considerably injured.	
Shubenacadie...	John Downs.....	do.....	While shunting cars collided, causing the deals on car to shift.	Leg crushed.....	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 28th September, 1893.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway, for the year which ended the 30th June, 1893:

- No. 1. Revenue account.
2. Maintenance of way and works.
3. General balance.
4. Statement of earnings.

I also send you the report of the chief engineer on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Windsor and Annapolis Railway Company, on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the Government, the latter maintaining the line.

There was an increase in the earnings accruing to the Government, when compared with last year, as follows:—

In 1892-93.....	\$34,316 11
In 1891-92.....	33,508 85
	<u>\$ 807 27</u>

The expenses of maintenance were less than last year:—

In 1891-92.....	\$19,514 37
In 1892-93.....	16,889 95
	<u>\$ 2,624 42</u>

The earnings and expenses compare as follows:—

Earnings	\$34,316 11
Expenses.....	16,889 95
	<u>\$17,426 16</u>

The necessary repairs and renewals were made, and the permanent way and works are in good order.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER.

General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.

Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa, Ont.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, Year ended 30th June, 1893.

REVENUE ACCOUNT, Year ended 30th June, 1893.			Cr.		
Dr.	Expenditure.	Year ended 30th June, 1893.	Previous Year.	Receipts and Earnings.	Year ended 30th June, 1893.
		\$ cts.	\$ cts.		\$ cts.
19,514 37	Maintenance of way and works, Abstract No. 1	16,889 95	12,187 76	Passenger traffic	11,519 00
13,994 48	Balance	17,428 16	20,165 57	Freight traffic	21,645 27
			1,155 52	Mails	1,151 84
33,508 85		34,316 11	33,508 85		34,316 11

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.
MONCTON, N.B., 30th June, 1893.

R. B. BOGGS,
Acct., W. B. Ry.

No. 2.—WINDSOR BRANCH RAILWAY.

ABSTRACT No. 1.

MAINTENANCE of Way and Works.

Previous Year.	Particulars.	Amount.
\$ cts.		\$ cts.
11,284 50	Repairs of track	9,945 42
1,395 38	Rails and fastenings	2,978 00
3,709 10	Sleepers	4,050 85
456 13	Bridges	2,333 21
.....	Signals	19 19
12 60	Switch locks	3 60
124 53	Culverts and cattle-guards	211 35
5 10	Wharf at Windsor	203 31
241 90	Buildings and platforms	745 09
2 10	Hand cars and trollies	77 12
203 52	Snow-ploughs and flangers	282 60
200 45	Tools and repairs of same	165 70
690 23	Fencing	715 65
1,111 49	Accountant's office and expenses	1,112 86
77 34	Miscellaneous	
19,514 37		16,889 95

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1893.

No. 3.—WINDSOR BRANCH RAILWAY.

DR.		GENERAL BALANCE.		CR.	
1892.		\$ cts.	1893.		\$ cts.
June 30...	Old rails account.....	4,200 00	June 30...	Dominion account.....	7,917 65
	Stores Department.....	606 27			
	Windsor and Annapolis Railway...	3,111 36			
		7,917 65			7,917 65

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1893.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts—One-third Earnings.

Year.	Month.	Passenger Traffic.	Mails.	Freight Traffic.	Totals.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1892.....	July.....	1,242 78	96 91	1,603 25	2,942 94
"	August.....	1,675 94	96 91	1,424 43	3,197 28
"	September.....	1,644 73	96 90	2,785 11	4,526 74
"	October.....	976 83	96 91	2,202 90	3,276 64
"	November.....	834 75	96 90	2,364 48	3,296 13
"	December ..	918 43	96 91	1,834 00	2,849 34
1893.....	January.....	537 50	94 45	1,511 97	2,143 92
"	February.....	495 22	94 45	1,296 64	1,886 31
"	March.....	715 50	94 46	1,988 29	2,798 25
"	April.....	693 21	95 68	1,658 23	2,447 12
"	May.....	788 41	95 68	1,574 61	2,458 70
"	June.....	995 70	95 68	1,401 36	2,492 74
		11,519 00	1,151 84	21,645 27	34,316 11

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1893.

10—7½

INTERCOLONIAL RAILWAY,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 18th September, 1893.

SIR,—I have the honour to submit my report of the maintenance of the Windsor Branch for the year ending 30th June, 1893.

TRACK.

The mileage remains the same as last year (32 miles). Three and one-half miles of old iron rails have been taken up and replaced with $4\frac{1}{2}$ steel, weighing 56 pounds to the yard. The best of the old rails taken out were selected, cut and bored where necessary, and used for renewals.

TIES.

During the year 12,533 ordinary ties were renewed, and three sets of switch ties.

BALLAST.

About 10 miles of the branch was lifted and 6,290 yards of ballast put under the ties.

SIDINGS.

Grove's Siding was extended 300 feet to enable the Windsor and Annapolis trains to cross at this point.

FENCING.

One thousand one hundred rods of woven and barbed wire fencing were put up in place of old pole fence, and where none existed before. Six new wire gates were provided.

BUILDINGS AND PLATFORMS.

At Windsor Junction, the walls of general waiting-room were sheathed and part of the office. A portion of the platform was renewed, and necessary repairs were made to the station and freight shed.

The passenger and freight platform was renewed. The station was overhauled and repaired. The roofs of station and freight shed were renewed with cedar shingles.

The roofs of station and freight shed at Mt. Uniacke were renewed with cedar shingles.

Windsor station and freight shed were overhauled and repaired. A new station signal was provided.

GENERAL.

Six stone piers of the Jordan River bridge were overhauled and pointed with cement.

A portion of the embankment at east approach of Ste. Croix bridge slipped down into the stream, and a cedar crib 150 feet long by 8 feet wide was built and filled with ballast to protect the toe of embankment, and prevent a repetition of this.

The hemlock stringers of five open culverts were renewed with southern pitch pine.

Five pairs of spruce cattle guards at public crossings were renewed with cedar.

A public crossing near Newport, and another one at Hibbert's siding, were renewed.

Four hundred lineal feet of the track (between, and on either side of the rails) on Water Street, Windsor, were renewed.

All tool-houses, approaches to cattle-guards and cattle-pens, were whitewashed.

The top of Windsor wharf was renewed with 4-inch planking.

I have the honour to be, sir,

Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 28th September, 1893.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1893.

I inclose the reports of the superintendent and mechanical superintendent including statements of the accounts prepared by the accountant and auditor.

The capital account was increased by the addition of \$484 expended on the Cape Traverse Branch, making the total cost of the road and equipment on the 30th June, 1893, \$3,750,565.38.

There was an increase of gross earnings and a decrease of working expenses.

The increase of earnings was in freight traffic and in mails and sundries. There was a slight decrease of passenger traffic.

The necessary repairs and renewals were made, and the railway and rolling stock are in a state of efficiency.

I have the honour to be, sir,
Your obedient servant,

D. POTTINGER,
General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer, Railways and Canals.
Ottawa.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 14th September, 1893.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1893.

I also inclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor:—

- | | |
|---|-------------------|
| No. 1. Capital account. | |
| 2. Revenue account. | |
| 3. Locomotive power. | (Abstract No. 1.) |
| 4. Car expenses. | (do 2.) |
| 5. Maintenance of way and works. | (do 3.) |
| 6. Station expenses. | (do 4.) |
| 7. General charges. | (do 5.) |
| 8. Statement of general stores account. | |
| 9. General balance. | |
| 10. Comparative statement of averages. | |

The mileage of railway in operation during the year was the same as stated in last year's report, 210 miles.

CAPITAL ACCOUNT.

The total expenditure on capital account to 30th June, 1892,	
was.....	\$3,750,081 38
The addition during the year was as follows:—	
Cape Traverse Branch.....	484 00
Total expenditure on capital account to 30th June, 1893.....	\$3,750,565 38

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—

Expenditure.....	\$226,422 17
Earnings.....	162,690 42
	<u>\$63,731 75</u>

The gross earnings compare as follows with the previous year:—

In 1891-92.....	\$157,442 69
In 1892-93.....	162,690 42
Increase..	<u>\$5,257 73</u>

The earnings per mile of railway compare as follows:—

In 1891-92.....	\$749 72
In 1892-93.....	774 72
Increase.....	<u>\$25 00</u>

The earnings from passenger traffic compare as follows:—

In 1891-92.....	\$70,959 21
In 1892-93.....	67,445 41
Decrease.....	<u>\$ 3,513 80</u>

The earnings from freight traffic compare as follows:—

In 1891-92.....	\$69,983 23
In 1892-93.....	76,347 51
Increase	<u>\$ 6,346 28</u>

The earnings from mails and sundries compare as follows:—

In 1891-92.....	\$16,500 25
In 1892-93.....	18,897 50
Increase.....	<u>\$ 2,397 25</u>

The number of passengers carried compare as follows:—

In 1891-92.....	139,389
In 1892-93.....	132,111
Decrease.....	<u>7,278</u>

The weight of freight carried compares as follows:—

	Tons.
In 1891-92.....	51,065
In 1892-93.....	56,718
Increase	<u>5,653</u>

EXPENDITURE.

The working expenses compare as follows with the previous year:—

In 1891-92.....	\$289,706 38
In 1892-93.....	226,422 17
Decrease.....	<u>\$ 63,284 21</u>

They compare with last year as follows:—

Per mile run by engines—

In 1891-92.....	Cents. 94·24
In 1892-93.....	78·07

Per mile run by trains—

In 1891-92.....	118·19
In 1892-93.....	98·35

Per mile of railway—

In 1891-92.....	\$1,379 55
In 1892-93.....	1,078 20

The engine mileage compares as follows:—

In 1891-92.....	307,421
In 1892-93.....	290,011
Decrease.....	<u>17,410</u>

The train mileage compares as follows:—

In 1891-92.....	245,102
In 1892-93.....	230,207
Decrease.....	<u>14,895</u>

The car mileage compares as follows:—

In 1891-92.....	1,304,659
In 1892-93.....	1,236,769
Decrease.....	<u>67,890</u>

TRACK.

The mileage remains the same as last year—118 miles laid with iron rails, and 92 miles laid with steel rails.

During the year 7 miles iron rails, weighing 40 lbs. to the yard, were replaced with steel rails weighing 50 lbs. to the yard.

TIES.

During the year 71,000 ordinary ties, 36 sets switch ties and 35 head-blocks and frames were renewed.

BALLASTING.

During the year 3,960 cubic yards ballast were distributed. A new pit containing one acre, was purchased near Alberton at a cost of \$200.

FENCING.

During the year 18½ miles new barbed and woven wire fence were erected, to replace old fence burnt and worn out.

SNOW FENCE.

During the year 3,500 feet snow fencing was renewed.

WHARFS.

At Charlottetown the wharf was raised 4 feet at the outer end, planked, fenders put on and a slip made to accommodate the winter steamer "Stanley."

At Summerside the planking on wharf was partly renewed, and 200 tons stone ballast put in wharf.

At Charlottetown, 1,060 feet of the breastwork was rebuilt with hemlock timber and cedar ties.

At St. Peter's, 150 feet of the breastwork was rebuilt.

BRIDGES AND CULVERTS.

At Huntley River bridge the old stone abutments were taken down, foundation made 8 feet deeper and new stone abutments built; two wall plates and three stringers renewed.

At Northam bridge two new cedar abutments were built and top renewed.

At Mount Stewart bridge a pile bent was put under the centre and received other necessary repairs.

At Midgell bridge floor beams, stringers and sleepers were renewed.

At Pine Brook bridge the wall plates were renewed.

All other bridges received necessary repairs.

Two stone culverts were rebuilt.

Twelve timber culverts were rebuilt.

Ten timber culverts had stringers renewed.

Twenty-eight cattle guards were rebuilt.

Fourteen cattle-guards had stringers renewed.

BUILDINGS.

At Charlottetown the warehouse on wharf was raised 3 feet, new floor put down, roof reshingled and exterior painted. One side of roof of machine shop was reshingled. Roof of round-house partly reshingled.

At Summerside, one side of roof of warehouse on wharf was reshingled. Foundation of coal shed rebuilt at eastern end.

At O'Leary's, roof of coal shed was reshingled.

At Tignish, small addition and slip built to coal shed for coaling engines.

At Selkirk the flag station and platform were rebuilt (old station and platform were burnt last year.)

At Emerald the platform was extended 150 feet.

At Morell the platform was rebuilt.

At Souris the roof of round-house was reshingled.

At Bedford the station was raised, sills renewed and platform rebuilt.

All other buildings received necessary repairs.

SEMAPHORES.

A new semaphore was erected at Alberton extending 1,650 feet out from the western end of the Y-switch.

STORES.

The purchase of stores during the year amounted to \$84,331.

The value of stores on hand 30th June, 1893, was:—

General stores.....	\$52,845 14
Fuel.....	4,560 44
Rails and fastenings.....	30,609 03
Old material serviceable.....	4,385 90
	<hr/>
	\$92,400 51

The stores for the most part have been purchased by tender and contract, which follows out the practice of previous years.

I inclose a return of accidents which have occurred on the railway during the year.

I am pleased to say that the road-bed, buildings and rolling stock are in good condition.

I have the honour to be, sir,
Your obedient servant,
J. UNSWORTH,
Superintendent.

D. POTTINGER, Esq.,
General Manager, Canadian Government Railways,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

Dr.		CAPITAL ACCOUNT.		Cr.	
1892. June 30.	To cost of road and equip- ment to date	\$ cts. 3,750,081 38	1893. June 30.	By Dominion of Canada.....	\$ cts. 3,750,081 38
1893. June 30.	To expenditure, year ended 30th June, 1893, Cape Traverse Branch.....	484 00	1893. June 30.	do do	484 00
		3,750,565 38			3,750,565 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

Dr.			REVENUE ACCOUNT for year ended 30th June, 1893.			Cr.	
Previous Year.	Expenditure.	Year ended 30th June, 1893.	Previous Year.	Receipts.	Year ended 30th June, 1893.		
\$ cts.		\$ cts.	\$ cts.		\$ cts.		
66,772 79	Locomotive power, per Abstract No. 1.....	59,195 34	70,959 21	Passenger traffic	67,445 41		
35,204 87	Car expenses, per Abstract No. 2.....	34,821 96	69,983 23	Freight traffic	76,347 51		
147,461 53	Maintenance of way and works, per Abstract No. 3.....	97,085 28	16,500 25	Mails and sundries.....	18,897 50		
28,370 27	Station expenses, per Abstract No. 4.....	25,566 43	157,442 69	Total Receipts.....	162,690 42		
11,896 92	General charges, per Abstract No. 5.....	9,753 16	132,263 69	Balance	63,731 75		
289,706 38	Totals.....	226,422 17	289,706 38	Totals.....	226,422 17		

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1893.
\$ cts.		\$ cts.
1,414 05	Mechanical superintendent's salary, clerks, office and travelling expenses.	1,124 50
16,383 50	Wages of drivers, firemen and cleaners.	14,813 48
15,303 77	Fuel.....	14,403 31
2,735 05	Oil, tallow, waste and small stores.....	2,665 68
28,237 17	Repairs to engines, tenders and engine tools	24,089 79
718 35	Water, including pump and tank repairs.. . . .	675 52
1,980 90	Miscellaneous.....	1,423 06
66,772 79	Totals	59,195 34

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1893.
\$ cts.		\$ cts.
9,129 84	Repairs to passenger cars	8,941 16
1,507 95	do postal and baggage cars.....	1,544 77
6,089 83	do freight cars and vans.....	7,196 81
14,140 82	Wages of conductors, train baggage-masters and brakemen	12,876 29
558 27	Oil and waste for packing.....	877 32
2,979 37	Small stores and fuel	2,603 33
798 79	Miscellaneous.....	782 28
35,204 87	Totals	34,821 96

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.
MAINTENANCE of Way and Works—(Abstract No. 3).

Previous Year.	Details.	Year ended 30th June, 1893.
\$ cts.		\$ cts.
369 96	Engineer's salary, clerks, office and travelling expenses.....	369 96
42,844 87	Wages in repairing roadway, fences and semaphores.....	35,145 26
39,570 55	Rails, chairs and spikes.....	14,868 76
26,383 12	Sleepers.....	21,679 85
22,880 32	Timber and lumber for repairs to bridges, cattle-guards, fences, &c.....	11,059 82
2,635 81	Repairs to wharfs.....	2,949 16
7,758 87	do buildings and platforms.....	6,696 91
4,067 36	do snow-ploughs, flangers and tools.....	2,033 89
950 67	Clearing ice and snow.....	1,281 65
147,461 53	Totals.....	97,085 28

W. T. HUGGAN,
Accountant and Auditor.
CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.
STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1893.
\$ cts.		\$ cts.
20,075 83	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers..	18,658 96
8,294 44	Fuel, oil, light, stationery and other incidental expenses.....	6,907 47
.....	Miscellaneous.....	
28,370 27	Totals.....	25,566 43

W. T. HUGGAN,
Accountant and Auditor.
CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1893.
\$ cts.		\$ cts.
4,115 04	Superintendent's and train despatcher's salaries, clerks, office and travelling expenses	3,943 44
5,441 17	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	4,454 60
817 32	Advertising	685 67
171 97	Damages to men, animals and goods	128 66
390 23	Telegraph expenses (not including pay to operators)	378 13
961 19	Miscellaneous	162 66
11,896 92	Totals	9,753 16

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1893.

1892.	DR.	\$ cts.	\$ cts.
June 30...	To Balance brought forward.		98,358 49
1893.			
June 30...	To Purchases during the year, including rails	84,331 00	
	Charges from other departments	7,074 55	
	Pay-rolls	2,452 33	
			93,857 88
1893.	CR.		192,216 37
June 30...	By Issues during the year		99,815 86
	Balance	{ Ordinary stores	
		{ Fuel	
		{ Rails and fastenings on hand	
		{ Old material, serviceable	
		{ \$52,845 14 4,560 44 30,609 03 4,385 90 }	92,400 51

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR.	GENERAL BALANCE.		CR.		
	\$	cts.	\$	cts.	
General stores	92,400	51	Dominion Account	103,637	66
Cash	14,666	70	Accident Insurance	5,112	32
Stations	718	34			
Militia Department	48	40			
Anglo-American Telegraph Co.	46	43			
Judge Weatherbee	30	00			
Sidney Grey	25	00			
Railway Extension, Charlottetown ...	812	83			
Total	108,748	21	Total	108,748	21

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1893.

Details.	1893.	1892.
Mileage of railway open.....	210	210
Engine mileage.....	290,011	307,421
Train do.....	230,207	245,102
Car do.....	1,236,769	1,304,659
Receipts per engine mile.....Cents	56·09	51·21
do mile of railway.....Dollars	774·72	749·72
Percentage of passenger earnings to gross receipts.....	41·45	45·07
do freight do do.....	46·93	44·45
do other do do.....	11·62	10·48
Expenses per engine mile—		
Drivers, firemen and cleaners' wages.....	5·11	5·33
Fuel.....	4·96	4·98
Oil, tallow, waste, and small stores.....	0·92	0·89
Repairs to engines.....	8·31	9·19
Water and tank repairs.....	0·27	0·23
Miscellaneous.....	0·45	0·64
Mechanical superintendent's salary, Office and travelling expenses.....	20·02	21·26
	0·39	0·46
Total.....Cents	20·41	21·72
Locomotive power per engine mile.....	20·41	21·72
Car expenses do.....	12·01	11·45
Maintenance of way and works do.....	33·48	47·97
Station expenses do.....	8·81	9·23
General charges do.....	3·36	3·87
Total per engine mile.....Cents	78·07	94·24
Locomotive power per train mile.....	25·71	27·24
Car expenses do.....	15·12	14·36
Maintenance of way and works do.....	42·17	60·16
Station expenses do.....	11·11	11·58
General charges do.....	4·24	4·85
Total per train mile.....Cents	98·35	118·19
Working expenses per mile of railway.....Dollars	1,078·20	1,379·55

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

PRINCE EDWARD ISLAND RAILWAY.

Return of Accidents and Casualties which have occurred on the Prince Edward Island Railway, during the Year ended 30th June, 1893.

Date.	Time of Day or Night	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
1893. June 17.	11.50 a.m.	Sp7	Special working.	T. K. Stanley.	R. Dongan.	4	North Wiltshire.	H. Manley.	Employee.	Hand crushed while coupling cars.	Thumb had to be amputated at first joint.	

MECHANICAL SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., 30th August, 1893.

SIR,—I beg to submit herewith for your information the following statements showing the operations of the Mechanical Department of the Prince Edward Island Railway, for the year ending 30th June, 1893 :—

A.—Monthly statement of the cost of locomotive power.

B.—Statement of the performance and consumption of locomotives.

C.—Monthly statement of car mileage.

D.—Statement showing the number of locomotives, cars, snow-ploughs and flangers.

E.—Comparative statement of the expense of the Mechanical Department for the years 1891-92 and 1892-93.

During the year there have been supplied 6 sets new tubes, 1 throat sheet, 2 fire-boxes, 2 smoke-boxes, 8 tires, 2 tender frames and trucks, 1 cross-head and slide bars.

I am pleased to be able to report that the efficiency of the rolling stock has been well maintained during the year.

I have the honour to be,

Your obedient servant,

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton.

PRINCE EDWARD

MECHANICAL

A.—STATEMENT of Cost of Locomotive

Months.	Miles run by Engines, less Ballasting.	Cost of				
		Enginemen's Wages.	Fuel.	Oil, Tallow, Waste, &c.	Repairs.	Water including Tank and Pump. Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1892—July	30,212	1,397 75	1,401 48	243 08	2,315 95	55 29
August.....	31,045	1,424 55	1,417 66	260 69	2,248 83	15 46
September.....	28,560	1,318 43	1,434 96	250 29	2,468 46	13 74
October	30,313	1,348 10	1,579 10	313 89	2,305 60	90 64
November.....	25,908	1,230 42	1,310 43	256 12	1,614 26	3 40
December.....	20,651	1,172 85	1,156 00	213 59	1,659 06	181 69
1893—January.....	18,443	1,151 82	1,015 11	178 27	1,723 67	36 57
February.....	18,532	1,062 00	1,121 94	177 38	1,855 63	4 90
March	20,717	1,166 51	1,105 01	176 47	1,938 65	7 35
April	16,400	1,084 66	834 47	126 33	1,760 73	2 20
May	21,968	1,204 52	1,052 82	205 08	2,293 45	63 86
June.....	27,262	1,251 87	974 33	264 49	1,905 50	200 42
Totals.....	290,011	14,813 48	14,403 31	2,665 68	24,089 79	675 52

ISLAND RAILWAY.

DEPARTMENT.

Power, for the Year ended 30th June, 1893.

		Average per Mile run.						
Miscellaneous, including Expenses of Office and Engine House.	Total.	Engine- men.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscella- neous.	Total.
\$ cts.	\$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
218 22	5,631 77	4·63	4·64	0·80	7·66	0·19	0·72	18·64
191 27	5,558 46	4·59	4·57	0·84	7·24	0·05	0·61	17·90
162 23	5,648 11	4·61	5·03	0·88	8·64	0·04	0·57	19·77
284 58	5,921 91	4·45	5·21	1·03	7·60	0·30	0·94	19·53
182 54	4,597 17	4·75	5·05	0·99	6·23	0·02	0·70	17·74
244 46	4,627 65	5·68	5·59	1·03	8·03	0·88	1·19	22·40
317 55	4,422 99	6·24	5·50	0·97	9·34	0·20	1·73	23·98
182 19	4,404 04	5·73	6·05	0·96	10·01	0·03	0·98	23·76
273 16	4,667 15	5·63	5·33	0·85	9·36	0·04	1·32	22·53
167 50	3,975 89	6·62	5·08	0·77	10·73	0·02	1·02	24·24
144 25	4,963 98	5·47	4·79	0·94	10·44	0·30	0·65	22·59
179 61	4,776 22	4·59	3·57	0·97	6·99	0·73	0·66	17·51
2,547 56	59,195 34	5·11	4·96	0·92	8·31	0·27	0·84	20·41

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD

MECHANICAL

B.—STATEMENT of the Performance and Consumption

Months.	Hours in Steam.	Train Mileage.				Mileage by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1892—July..	3,442	12,449	12,565			25,023	41	5,148	30,212
August.....	3,632	13,136	12,235			25,371	170	5,504	31,045
September.....	3,502	11,535	11,531	1,176	367	24,609	151	5,181	29,941
October.....	3,606	10,554	13,870	1,043	128	25,595	38	5,863	31,496
November.....	3,256	5,922	14,422			20,344	40	5,524	25,908
December....	2,975	3,828	11,939	106	44	15,917	63	4,792	20,772
1893—January..	2,590	2,264	11,184		462	13,910	214	4,319	18,443
February....	2,603	2,703	10,074		1,631	14,408	89	4,035	18,532
March.....	2,953	2,468	12,841	1,429	545	17,283	108	4,895	22,286
April.....	2,343	1,356	10,838	98	64	12,356	74	4,088	16,518
May.....	2,838	4,841	12,355	249	108	17,553	84	4,610	22,247
June....	3,227	10,774	11,165	1,714		23,653	150	5,440	29,243
Totals.....	36,967	81,830	145,019	5,815	3,358	236,022	1,222	59,399	296,643

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives, for the Year ended 30th June, 1893.

Total Mileage.		Average Mileage.			Consumption.				Consumption per 100 Miles run by Engines.			
Cars.	Snow Ploughs.	Average of Cars per Mile run with Train.	Miles to one hour in Steam.	Of Cars to one of Engine.	Bushels of Coal	Pints of Oil.	Pounds of Tailow.	Pounds of Waste.	Bushels of Coal	Pints of Oil.	Pounds of Tailow.	Pounds of Waste.
129,235	.....	5·16	8·77	4·28	11,961	2,573	11	583	39·59	8·51	·03	1·93
120,085	.....	4·73	8·55	3·87	12,486	2,603	....	626	40·22	8·38	.....	2·01
121,039	.....	4·99	8·55	4·04	12,979	2,662	8	689	43·34	8·89	·02	2·30
143,504	.....	5·63	8·73	4·55	14,230	2,820	119	590	45·18	8·95	·38	1·24
124,317	.....	6·11	7·96	4·79	13,089	2,173	102	504	50·52	8·39	·39	1·94
86,971	.....	5·47	6·98	4·18	10,046	1,956	97	419	48·36	9·41	·46	2·01
74,591	3,160	5·54	7·12	4·04	8,641	1,752	92	409	46·85	9·49	·49	2·22
68,354	5,478	5·34	7·12	3·69	10,244	1,726	121	373	55·28	9·32	·65	2·01
105,818	902	6·32	7·54	4·74	11,051	1,812	123	410	49·58	8·13	·55	1·84
74,877	..	6·09	7·05	4·53	7,577	1,096	71	359	45·87	6·63	·43	2·17
105,909	.....	6·07	7·84	4·76	9,794	1,901	157	459	44·02	8·54	·70	2·06
123,314	.....	5·21	9·06	4·22	10,143	2,736	223	566	34·68	9·36	·76	1·93
1,278,014	9,540	5·50	8·02	4·30	132,241	25,810	1,124	5,987	44·58	8·70	·38	2·01

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage for year ended 30th June, 1893.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1892—July	31,944	26,705	20,127	37,417	13,042	129,235
August	29,714	26,305	19,876	33,280	10,890	120,065
September	30,408	22,905	20,177	36,424	11,125	121,039
October	22,100	24,769	21,868	54,332	20,435	143,504
November	16,604	18,964	17,914	57,648	13,187	124,317
December	15,672	15,975	14,401	34,741	6,182	86,971
1893—January	13,082	13,579	11,319	25,564	11,047	74,591
February	12,132	12,591	10,552	18,260	14,819	68,354
March	13,890	14,587	12,585	38,094	26,662	105,818
April	12,501	12,204	10,482	32,871	6,819	74,877
May	16,521	16,132	16,614	47,121	9,521	105,909
June	21,619	19,134	23,912	35,607	23,042	123,314
Totals	236,217	223,850	199,827	451,359	166,761	1,278,014
Less—Ballasting			6,581	7,858	26,806	41,245
Balance	236,217	223,850	193,246	443,501	139,955	1,236,769

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

D.—STATEMENT showing the number of Locomotives and the various classes of Cars and Snow-ploughs on hand, 30th June, 1893.

Particulars.	Locomotives.	Classification of Cars.							Snow-ploughs.	Flangers.	Total.	
		1st Class.	2nd Class.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.				Total.
On hand, 30th June, 1892, serviceable..	21	17	16	3	175	123	3	1	338	8	7	15
do do condemned..	...	...	...	...	...	2	...	...	2	...	...	...
Total stock, 30th June, 1892.....	21	17	16	3	175	125	3	1	340	8	7	15
Condemned on hand, 1st July, 1892....	...	...	...	...	...	2	...	...	2	...	...	...
do during the year.....	...	...	1	...	...	3	...	...	4	...	...	...
	...	...	1	...	...	5	...	...	6	...	...	...
Less—Rebuilt .....	...	...	...	...	...	2	...	...	2	...	...	...
	...	...	1	...	...	3	...	...	4	...	...	...
ADD—Serviceable and repairing..	21	17	15	3	175	122	3	1	336	8	7	15
Total on record, 30th June, 1893....	21	17	16	3	175	125	3	1	340	8	7	15

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Year ended 30th June, 1893.

	1893.	1892.
The miles run by trains were	230,207	245,102
do engines were.	230,011	307,421
do cars were	1,236,769	1,304,659
do snow-ploughs were.	9,540	7,355
	\$ cts.	\$ cts.
The cost of locomotive power was.	59,195 34	66,772 72
do repairs to cars.	17,682 74	16,727 62
do labour, oil, and waste for packing	877 32	558 27
do repairs to passenger cars was.	8,941 16	9,129 24
do do postal and smoking cars was.	1,544 77	1,507 95
do do freight cars and vans was.	7,196 81	6,069 83
The cost of locomotive power per 100 miles run by trains was.	25 71	27 24
do do do engines was.	20 41	21 72
do do do cars was.	4 78	5 11
The cost of repairs to cars per 100 miles run by trains was.	7 68	6 82
do do do engines was.	6 09	5 44
do do do cars was.	1 43	1 29
The cost of labour, oil and waste for packing, per 100 miles run by trains was ..	0 38	0 22
do do do engines was.	0 30	0 18
do do do cars was.	0 07	0 04
Repairs to passenger cars per 100 miles run by trains were.	3 88	3 72
do postal and smoking cars were.	0 67	0 61
do freight cars and vans were.	3 12	2 45

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

APPENDIX No. 6.

SAULT STE. MARIE CANAL.

ST. CATHARINES, 3rd October, 1893.

SIR,—I have the honour to report upon the progress of construction of the Sault Ste. Marie Canal, during the fiscal year ending 30th June, 1893.

SECTION No. 1.

On this section which extends from the navigable channel of the St. Mary's River to the foot of the Island of St. Mary's, a distance of 5,300 feet with a bottom width of 250 feet, and $18\frac{1}{2}$ feet depth of water, the dredging and submarine blasting has been carried as far west as the portion of land reserved as a dam, at the lower end of the lock pit on the adjoining section, will admit.

Inside or west of the dam, the excavation has been progressing in the dry, from time to time, to admit of a portion of the entrance piers being built this season.

The portion of the north entrance pier, outside the dam, has been completed.

The object is to reduce the quantity of material in the dam, as far as can be done with safety, so that after the completion of the work below water level on the adjoining section, a channel through the dam can speedily be cut, to be completed after the opening of navigation.

The following quantities represent the amount of work done to 30th June, 1893 :—

Excavation, dredging and deepening channel...	cub. yds.	149,167
Timber in sides and ends of cribs.....	lin. ft.	50,197
Timber in ties, stringers and bottoms.....	do	49,600
Binding pieces.....	do	3,834
Blocks under heads of ties.....	each.	2,274
Wrought iron in bolts.....	lbs.	33,919
Pine in superstructure.....	cub. ft.	10,319
Ties.....	lin. ft.	14,654
Blocks under heads of ties.....	each.	1,135
Stringers for top covering.....	lin. ft.	3,900
3-inch pine planking.....	ft. B. M.	54,223
Cap pieces.....	lin. ft.	2,319
Mooring posts.....	each.	16
Stone filling, cub. yds.....	cub. yds.	13,077
Pressed spike.....	lbs.	2,361

Section No. 1 is under contract to Messrs. Hugh Ryan & Co.

SECTION No. 2.

This section extends westward from the foot of St. Mary's Island, 3,500 feet to the head of the island.

It is also under contract to Messrs. Hugh Ryan & Co., and embraces the excavation for the lock, and prism of the canal, the construction of the lock walls, and guard gate walls, also the construction of side walls, towing-paths, &c.

The lock as now being constructed, is 900 feet in length of chamber from hollow quoin to hollow quoin, 60 feet in width of entrances and chamber throughout, and with 20 feet 3 inches of water upon the mitre sills at extreme low water below the rapids, which will be the same depth as upon the mitre sills of the new American lock in course of construction.

In consideration of additional work involved in changes made in the dimensions of the lock, the time for the completion of Messrs. Hugh Ryan & Co.'s contract has been extended to 30th June, 1894.

The first stone in the construction of the lock was laid 15th September, 1892, and building was continued until 12th November, when the severity of the weather stopped operations, 7,707 cubic yards of masonry having been laid.

The contractors proceeded at once to provide additional plant for prosecuting the work with all despatch when building could be resumed.

Preparations were also made for obtaining and delivering on the work the large quantities of stone, timber, iron, cement, &c., required for the lock for the timber revetment, for the sides of the prism of the canal, and for the filling and emptying culverts in the bottom of the lock, for the construction of which arrangements had been made with Messrs. Hugh Ryan & Co.

On the 20th April, 1893, the contractors resumed building operations, and pushed the work vigorously, as will be seen from the quantities following, which are up to 30th June, 1893:—

Chopping, clearing and grubbing.....	acres.	30
Earth excavation in side trenches.....	cub. yds.	2,507
Rock do do	do	74
Earth excavation in prism of canal.....	do	68,082
Rock do do	do	59,200
Additional rock excavation lowering prism.....	do	9,139
do do do	do	1,472
Earth excavation in lock pit.....	do	37,081
Additional excavation for lock chamber, 100 ft. wide.	do	2,946
do do do	do	425
Rock excavation in lock pit.....	do	80,586
Additional excavation from side of lock pit.	do	8,705
do do bottom of lock pit.....	do	14,622
do do culvert pits.....	do	13,343
do do lengthening lock pit...	do	24,270
do do culvert pits.....	do	8,924
Concrete of Portland cement in lock bottom.....	do	3,923
Additional concrete.....	do	6,123
Drilling holes in rock for anchor bolts.....	lin. ft.	779
Masonry of lock walls, 600 feet.....	cub. yds.	17,164
do 650 feet.....	do	4,308
do 900 feet.....	do	7,320

Materials delivered.

Stone from Anderdon quarry (dressed).....	cub. yds.	628
do do (rough).	do	1,164
Rough Anderdon stone dressed at Sault Ste. Marie.	do	5,962
Stone from Manitoulin quarry (rough).....	do	5,129
Sand.....	do	712
Portland cement..	brls.	9,896
Canadian natural cement.....	do	2,359
Iron for anchor bolts for culverts.....	lbs.	591,206
Iron for gate anchors.....	do	49,330
Pine for mitre sill platforms and culverts.....	cub. ft.	13,546
Plank do do do	ft. B. M.	109,619
Oak do do do	cub. ft.	2,739
Timber for prism revetment.....	lin. ft.	52,567

SECTION No. 3.

This section extends westward from the head of St. Mary's Island, 9,300 feet, through shoals, to the navigable channel of the St. Mary's River, above the rapids, at an elevation of 18 feet above the river surface on section No. 1.

The section is under contract to Messrs. Allan & Fleming and embraces the excavation of the channel, which is 250 feet wide, at the level of 18 feet below

the lowest recorded surface of the river above the rapids; the construction of a beacon and the construction of entrance piers.

The beacon has been completed, also the entrance piers as far as they can be constructed until after the water has been let into the canal.

The dredging has been completed with the exception of some clearing up, as far as it can progress, until the lock gates are in position, when a channel will be dredged through the portion of the bank now forming the dam at the upper end of section No. 2, and the dredging completed and the piers finished in due course.

The following quantities represent the work done to 30th June, 1893:—

Dredging and deepening channel.....	cub. yds.	228,744
Timber in sides and ends of cribs.....	lin. ft.	38,313
do ties, bottoms.....	do	36,862
Binding pieces.....	do	3,574
Blocks under heads of ties.....	No.	1,968
Wrought iron in bolts.....	lbs.	26,254
Pine in superstructure, 12" x 12".....	cub. ft.	9,755
do ties, 10" x 11".....	lin. ft.	12,448
Blocks under heads of ties.....	No.	1,012
Stringers for top covering 7" x 10".....	lin. ft.	2,575
3" pine plank for covering.....	ft. B.M.	29,950
Cap pieces, 10" x 6".....	lin. ft.	609
Mooring posts.....	No.	5
Stone filling.....	cub. yds.	10,025
Pressed spike.....	lbs.	758
Rock elm in sides of beacon.....	cub. ft.	6,959
Cross ties in beacon.....	lin. ft.	10,835
Blocks under heads of ties.....	No.	426
Pine plank in binders.....	lin. ft.	448
Elm do do.....	do	192
Stone filling.....	cub. yds.	2,055
Sheeting, 5" thick.....	ft. B.M.	16,972
Top covering 3" thick on beacon.....	ft. B. M.	3,885
Hip joists and girts on beacon.....	ft. B. M.	2,914
Iron in bolts on beacon.....	lbs.	15,170
Iron in screw bolts in bottom, &c., on beacon.....	lbs.	885
Iron in straps on beacon.....	lbs.	5,984
Pressed spike on beacon.....	lbs.	269

Since the end of the fiscal year, a small quantity of excavation has been removed on sections Nos. 1 and 3, the nature of the work, as already stated, not admitting of any material progress on those sections.

On section No. 2 the lock walls have been built rapidly, and at date are up to the full height, the culverts in the bottom of the lock are in course of construction, and contracts for the lock gates have been let, also for the supply pipe for taking water to the power house on the north side of the lock.

A contract for the swing bridge to carry the line of the Canadian Pacific Railway over the Sault Ste. Marie Canal has also been let, and will no doubt be completed as soon as needed.

In the excavation of the prism of the canal, in the side walls, and revetment, there is still much to be done, but the energy displayed by the contractors, gives good grounds for believing that they will be equal to the task of completing their work by 30th June, 1894.

I have the honour to be, sir, your obedient servant,

W. G. THOMPSON, M. Inst. C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Railways and Canals, Ottawa.

APPENDIX No. 7.

SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 4th October, 1893.

SIR,—I have the honour to report as follows:—

The whole of the work connected with this canal, embraced in the contracts, sections Nos. 1 to 13, has been let, and includes all the excavation, masonry of locks, weirs, bridges and culverts, entrance works, &c.

The subjoined list gives the names of the contractors and the dates of the various contracts:

Section Nos. 1 and 2—	Archibald Stewart.....	24th Sept., 1892.
do	3—J. & M. O'Leary.....	27th March, 1893.
do	4, 5, 6, & 7—George Goodwin.....	9th May, 1893.
do	8—Charles H. Raynor.....	29th Dec., 1892.
do	9—Randolph Macdonald.....	30th Jan., 1893.
do	10—Rogers & Taylor.....	24th Dec., 1892.
do	11—George Goodwin.....	11th May, 1892.
do	12—Denis O'Brien & Son.....	8th April, 1892.
Reletting Sec. No. 12—	George Goodwin.....	9th May, 1893.
Section No.	13—Randolph Macdonald.....	24th Sept., 1892.

The total value of the work let, at contract rates, is about \$3,500,000. This does not include the cost of superstructure of bridges, lock gates and machinery, sluices, cement, or the power house and electrical apparatus for operating the canal.

The cost of land and damages will amount to a very large sum. The estimate under this head given in my report dated 15th June, 1889 (printed), will probably be exceeded.

As stated in previous reports, the line of this canal between Lake St. Francis and Cascades Point, a distance of 14 miles, traverses for almost its entire length a flat country presenting no engineering difficulties. Three streams are crossed, viz., the Delisle, Rouge and à la Graise. The first of these is about 45 miles long and has a drainage area of over 180 square miles. The second, although of no great length, is liable to heavy spring freshets; whilst the last only runs about a couple of miles inland where it is merely a ditch, but the discharge is nevertheless at certain seasons quite considerable. All of these will be passed under the canal by culverts formed of one or more lines of cast-iron tubes, 10 feet in diameter, embedded in concrete, this being the most economical and effective means which could be adopted for the purpose.

The tubes for the culvert at River Rouge are all on the ground. Those for à la Graise are being delivered—but, owing to several causes the culvert for the Delisle River has not yet been begun, although the specification calls for the delivery of the pipes during the season of 1892.

The character of the materials met with so far in the excavations generally corresponds to that indicated on the profiles, and consists of a surface layer of brown earth of varying thickness, under which is found a stratum of soft blue clay in some places of great depth. West of Delisle River this drift is thickly interspersed with boulders—some of very large size—but to the east of it these almost wholly disappear.

Rock occurs above the grade line of the canal at the Cascades Point, where the Potsdam sandstone is found; but none is encountered towards the west until the Delisle River is reached, where the diversion channel for the stream and part of the adjacent canal prism will be in rock said to be the "calciferous." This will prob-

bly yield some good building stone. Between the Delisle and the head of the canal about 170,000 cubic yards of rock must be excavated; but the greater part of this large mass will be utilized in forming a protection lining to the side of the canal at and near the water surface—for concrete in the various structures, macadam for roads, &c. In this connection it may be said that if the water of Lake St. Francis is permitted to enter freely into the summit level of the canal without the interposition of a guard lock, the height of this protection lining must be increased. The fluctuation of the normal plane of the lake is about 4 feet, extending over long periods—but the sudden rises which occur during westerly storms will produce currents in the canal, and probably result in a piling up of water to such an extent as cannot at present be accurately determined.

It will be seen that the materials to be taken from the prism are such as to ensure the formation of water-tight banks with but few precautionary measures—and the large excess of excavation will enable these banks to be widened out to such dimensions as will almost prevent the possibility of breaks in the future. The additional width on the north side affords the means of forming a continuous line of road between the terminal points of the canal as proposed, by which public travel will be benefited. The safety of the navigation is still further secured by throwing the canal line inland, thus avoiding the river margin where extensive slides frequently occur all along between Coteau du Lac and Cascades Point. The adoption of this principle has resulted in the location being, for navigation purposes, practically a straight line, there being only two curves in the entire length of 14 miles, each of very large radius.

An ample width of land has been taken throughout, and the value placed on the quantity expropriated seems to bear but a small proportion to the damages paid for cutting through the various farms.

The chief points of interest connected with the canal are its entrance works, especially at the eastern end, where a rise of 70 feet is effected in about three-quarters of a mile, by four locks each $17\frac{1}{2}$ feet lift. (The total rise in the canal is $82\frac{1}{2}$ feet.) Here there is a mass of rock and earth to be removed of over half a million of cubic yards, chiefly in order to overcome the abrupt ascent forming the right bank of the Ottawa near its junction with the St. Lawrence, the cutting being at one point over 40 feet deep. The approach from Lake St. Louis is through a wide and easily navigable channel carrying a least depth of 15 feet at extreme low water to within 600 feet of the shore line at the entrance. The south pier will be about 1,200 feet long, and the north pier 400 feet in length. The masonry of all kinds on sections 1 and 2 will amount to nearly 100,000 cubic yards.

At the west end of the canal, the entrance from Lake St. Francis, at Macdonald's Point, is formed by two lines of piers reaching out to deep water. A part of the material arising from the excavation of the upper end of section No. 13, is being placed behind the site of these piers, and will form on the south side an earthen mole of over four acres area. But the greater portion is carried across the lake to Hungry Bay, some $2\frac{1}{2}$ miles, and dumped there out of the line of navigation. The approach from the west will be made safe and easy for vessels drawing 14 feet by removing an outlying shoal, the material of which will be used to fill the cribs. This entrance will form a still water basin of considerable extent lying in the general direction of the north shore channel of the lake where the deepest water is found. Some distance inside the shore line the main road between Coteau Landing and Cascades will cross the canal. The Canada Atlantic Railway will also have to be carried over it, for which purpose a suitable draw bridge must be erected. The masonry of these structures will be combined with that of the guard gates and supply weir to be placed to the west of the railway.

There are eight road and railway bridges on the canal.

All the locks and weirs will be supplied with sluices constructed of steel on the Stoney patent plan.

Arrangements are also made in the masonry for the reception of electrical apparatus.

As stated in my last annual report (printed), it is intended to apply electrical power to the operation of the lock gates, sluices, bridges, &c., of the canal. This mat-

ter was discussed as far back as April, 1891, when a plan was prepared by me for opening and shutting the gates by means of a rigid steel beam attached to the top and connected with an apparatus placed on the side of the lock. I also suggested that this arrangement should be tested at Lock No. 4, of the Beauharnois Canal, where there was a water wheel available for the purpose. The motor used in the experiments was quite too large, and the results, although conclusive as to the feasibility and economy of working the gates, as proposed, were not satisfactory as to determining the amount of power required in practice. Further trials will, however, be made, the object in view being that of operating all the gates and sluices of a lock from one point on whichever side of it may be deemed advisable. Sketches are in course of preparation for a power station to be erected on the south bank of the canal at the crossing of River à la Grasse, midway of the summit level, which is about $10\frac{1}{2}$ miles long. This site has many advantages. It is only a few hundred feet from the St. Lawrence, and the surface of the canal there is 20 feet over that of the river, so that ample power and free exit at the tailraces can be secured. The building may also be arranged as a repair shop, and to cover in a discharging weir of large dimensions through which the long level can be rapidly lowered without running such a heavy volume through the weirs at the Cascades end.

I beg to refer to the last departmental report, pp. 131-3, for a statement of the general principles upon which this canal has been designed, and wherein its structures will differ from those of the present enlarged Welland, Cornwall and Lachine canals.

The present condition of the works may be briefly described as follows :—

Sections Nos. 1 and 2.—Work on these sections was begun last year, and has been chiefly confined to the removal of a portion of the earth in the bluff referred to as forming the right bank of the Ottawa River. This material has been used in forming the north bank of the canal, outside the shore line, and which it is intended by the contractor shall also serve the purposes of a coffer-dam to inclose the area covered by the entrance lock, &c. About 2,000 cubic yards of cut stone and 6,000 cubic yards of backing in the rough are at a quarry near Rockland, Ont. Some timber has been delivered for the entrance piers; but it will be evident on inspection of the subjoined statement, showing the value of work done and materials delivered to date, that a radical change must be made in the rate of progress on this contract to enable the very large amount of work embraced on it to be completed within a reasonable period. It will be evident to any person acquainted with such matters that the date of opening the canal for through navigation will mainly depend upon the finishing of the Cascades end, which is the key to the whole position.

Section No. 3.—About one-fifth of the excavation has been taken out this season with wheel and slush scrapers.

Sections Nos. 4, 5, 6 and 7.—These sections were grouped into one contract, mainly for the purpose of securing the hauling forward of the surplus material from the western end to sections 5 and 4 to widen the banks throughout. There are nearly two millions of cubic yards of excavation, all in clay. At the lower end of Section No. 4, there is a lift lock (No. 5) and guard gates regulating weir, &c. None of this masonry has been begun and no stone has been delivered. The work has been wholly the formation of the canal on Section No. 4, which is the best paying part of the contract. Sections Nos. 5, 6 and 7, where the haul is increasingly longer, remain untouched to date.

Section No. 8.—About one-fifth of the excavation on this section has been taken out chiefly by wheel scrapers. There is also a good steam shovel at work with a small locomotive, cars, &c., and making fair progress. Another engine will soon be on the ground and will help to increase the rate of output. It is intended to build the culvert at la Grasse next spring. The pipes for this structure, are, as previously indicated, being delivered; and the stone, sand, &c., for concrete will be brought on during the coming winter.

Section No. 9.—The progress made on this section has been slow. There is a large proportion of soft blue clay, difficult to handle. This work is being done by

a good steam shovel, two small locomotives and a suitable number of dump cars. The material is spoiled to the north of the canal on land purchased for that purpose. A considerable amount of the top earth was removed by scrapers.

Section No. 10.—This, so far, is almost wholly scraper work. Over 140,000 cubic yards have been taken out to date. The channel of diversion for the River Rouge and the pit for the culvert are being excavated by a steam shovel, with a locomotive and cars. The material is here quite soft, and the progress necessarily slow in such a cramped position. But the 10-foot tubes are all on the ground, and strenuous efforts are being made to get the foundations of the culvert in this fall.

Section No. 11.—This work was contracted for in May, 1892. According to the specification, the cast-iron tubes for the Delisle culvert, which is one of the most important structures on the canal, were to have been delivered in that year. But nothing was done towards providing them. Only about one-fifth of the earth excavation has been taken out, and about 16,500 cubic yards of rock. As stated in my last annual report, the progress made with this work is exceptionally slow and unsatisfactory.

Section No. 12.—Messrs. O'Brien & Son stopped work on this section in November last. This consisted chiefly in removing the top part of the prism excavation. The rock was left untouched, and operations were not resumed when the contractors were duly notified to do so. The section was consequently advertised for reletting and awarded to Mr. George Goodwin, whose contract is dated 9th May of this year. Scarcely anything has been done by him so far except a small amount of earth excavation, which is chiefly in hard material. There is a lot of old plant on the ground—two steam shovels, three locomotives and a number of dump cars. But the work is difficult and the arrangements unsatisfactory, so that some decisive steps appear advisable to ensure a reasonable rate of progress on this contract. Its importance consists in the large amount of rock which has to be removed, and which remains untouched to date.

Section No. 13.—A considerable portion of the dredging has been done in the formation of the entrance channel. One of the cribs for the piers is now more than half built. There are two dredges at work, both digging at present inside the shore line. A part of the material is deposited outside the line of the piers in the position shown on the contract plans, and a large amount is taken across the lake to Hungry Bay and dumped there out of the way of the navigation, as previously stated.

Nothing has, so far, been done towards providing or hauling stone for the structures on this section. To the east of the crossing of the Canada Atlantic Railway the material in the heavy cutting is thickly interspersed with large boulders. An excellent steam shovel and two small locomotives with a suitable number of cars are engaged in taking out this material and depositing it in the marsh along the margin of the river in front of A. M. Giroux's farm. The earthwork of this section is progressing steadily. The plant is suitable and in good condition, and there is satisfactory evidence that much will be accomplished during the working season of next year.

As to the progress made with the excavation throughout the line of the canal, it may be said that the season now nearly over has, in this part of the country, been quite unfavourable for canal work, especially on clay soils. There has been a great deal of wet weather, and this, taken in conjunction with the inevitable delays experienced in starting a large work, has retarded operations to a greater extent than will probably occur next year. Out of a total of $6\frac{1}{2}$ millions yards of earth about 1,100,000 have been removed to date. Of the rock only 16,500 cubic yards have been excavated, the total amount being about 250,000 cubic yards.

Following is a statement of the value of work and materials on the various sections up to 30th September, 1893 :—

Number of Estimates.	Sections.	Work done.	Material delivered.	Total.
		\$ cts.	\$ cts.	\$ cts.
8	1 & 2	20,626 00	36,971 00	57,597 00
5	3	21,865 00		21,865 00
4	4, 5, 6 and 7	40,425 00		40,425 00
5	8	30,607 11	2,250 00	32,857 11
5	9	16,187 00		16,187 00
6	10	32,330 00	24,388 00	56,718 00
11	11	46,632 00	57 33	46,689 33
6	12 (O'Brien).	26,572 65	238 50	26,811 15
3	12 (reletting).	5,325 00		5,325 00
5	13	34,869 00	8,199 00	43,068 00
		275,438 76	72,103 83	347,542 59*

*Equal to about ten per cent of the total value of work under contract, at contract rates.

It will be seen from the preceding report that the work done so far has been almost exclusively earth excavation.

That taken out is generally the brown clay forming the top layer, which is obviously the easiest handled. The blue clay lying underneath and the hard material towards the western end must be moved by steam shovels, of which there are nine of all kinds on the whole length of the canal. About one-fifth of the earth and only seven per cent of the rock have been done. The masonry and concrete, of which there are about 200,000 cubic yards, remain practically untouched to date. It is therefore evident that the works as a whole must progress much faster than heretofore to ensure the completion of this canal within a reasonable period. The date named in the various contracts is generally the 31st October, 1894.

I am, sir, your obedient servant,

THOMAS MONRO, M. Inst. C.E.
Engineer Soulanges Canal.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals,
Ottawa.

APPENDIX No. 8.

WELLAND CANAL.

OTTAWA, 24th October, 1893.

SIR,—I beg to submit my annual report upon the expenditure on the Welland Canal on account of capital for the fiscal year ended 30th June, 1893.

In the Supply Bill for 1892-93, three items of expenditure were provided for to meet unsettled claims, and possible contingencies as under:—

\$60,000 generally.

\$20,000 deepening to 14 feet.

\$9,000 land damages, Grand River.

Of the first item, \$1,221.05 was expended in payment of lands obtained for canal construction, and surveyor, and valutors' services in connection with the same; the unexpended balance has lapsed.

Of the second item of \$20,000, no expenditure was incurred and the amount has lapsed.

Of the third item of \$9,000, there was an expenditure of \$7,038.89 in payment of claims for damages on the Grand River by flooding caused by raising the Dunnville dam in 1872. and prior to that time, and in payment of legal and valuating expenses in connection with the same.

The unexpended balance has lapsed.

I have the honour to be, sir,

Your obedient servant,

W. G. THOMPSON, M. Inst. C.E.,

Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals,
Ottawa.

APPENDIX No. 9.

DEPARTMENT OF RAILWAYS AND CANALS,
SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 11th October, 1893.

SIR,—As requested by your letter of the 28th August last, I have the honour herewith to submit my report on the various works under my charge, for the fiscal year ended 30th June, 1893. These works are:—

1. The Lachine and Beauharnois Canals on the St. Lawrence line.
2. The St. Ours Lock and Chambly Canal, on the Richelieu River.
3. The Ottawa River Canals, comprising the Ste. Anne Lock, the Carillon Canal and Dam, the Grenville and Culbute Canals.

In commencing this report, I desire to state that my connection with the canals of the Montreal Division dated only from the 13th May last. I had no opportunity of acquainting myself with the operations on these works, during the last fiscal year, sufficiently to enable me to speak of them in a proper manner. I will, therefore, only submit here the reports furnished by the various superintendents, together with the usual statistical statements.

OTTAWA RIVER CANALS.

STE. ANNE LOCK.

Navigation was closed here on the 28th November, 1892, and re-opened on the 29th April, 1893. The traffic was not interrupted in any way during the season.

Ordinary Repairs.

The lock and entrances here, as well as the buildings, fences, bridges, range lights, &c., in connection therewith, have been kept in a good state of repair during the year. New buoys have been put in the channel, below the locks, and the mooring pier at the head of the upper channel raised four feet. The long pier forming the south side of the upper entrance was partially rebuilt; four courses of timber being renewed for a length of 240 feet. During last spring's floods the water overflowed the unrepaired portion of this pier and damaged it to a considerable extent, as well as the breakwater at the upper end. These will be attended to in the course of the present season.

Appropriation for repairs.....	\$2,800 00
Expenditure.....	2,800 00

Balance Nil.

Repairs Chargeable to Income.

Since the construction of the new lock here, the old one has been used almost entirely for the passage of timber rafts. This lock which was built in 1843, had been loaking so badly, for the last two or three years as to be practically useless.

Pointing the walls would have effected little good, as the mortar was almost entirely gone from the joints. It was, therefore, deemed preferable, in order to staunch them, to build puddle walls behind them on their whole length. To effect this, trenches were excavated down to a bed of compact clay mixed with gravel and the puddle started on this with a width of five feet. This width was kept for four feet in height and then checked in eighteen inches, and brought up to within two feet of the foot of the frost batter where it was still reduced to about two feet. The clay used was of the best quality and well rammed down.

These puddle walls have very effectually stopped the leakage.

In order to complete the staunching of the lock, it was found necessary to overhaul both gates. The upper pair was therefore towed up to Carillon where it was repaired during the fall. It was the intention to put them back in position early in May last, and to take the lower pair in hand so as to have the lock in working order by the 1st July, but owing to the persistency of high water in the spring, this could not be done, the upper gates being only put in place by the end of June. As it is, this old lock can now be used in case of emergency, but the lower gates shall have to be overhauled before the next season of navigation. The necessary timber and some of the iron for them are on hand.

CARILLON AND GRENVILLE CANALS.

These canals although separated by a navigable stretch $5\frac{1}{2}$ miles in length, are under the management of one superintendent. Both were closed on the 30th November, 1892, and reopened on the 1st May, 1893. The booms forming the south side of the upper entrance to the Carillon Canal were put in position on the 5th May, but on the 21st of the same month the strong current created by the unusually high water, coupled with a violent west wind, caused them to break away from their moorings, 793 feet in length being carried over the dam at this point and broken into ten short pieces, which had to be towed back through the canal and anchored as well as possible for service until such time as they could be repaired.

Navigation was not interrupted during the season although the amount of traffic was considerable.

Ordinary Repairs.

The ordinary repairs necessary to keep these canals in good working condition have been done during the year. Of these, the most important were as follows:—

Lock Gates.—Replacing a pair of gates at lock No. 7 by a pair of spare ones kept on hand for the purpose. Renewing top part of the two pairs of gates of lock No. 1 and altering position of suspension straps at locks Nos. 1, 2 and 4. Renewing one valve at lock No. 6. Painting gates of locks Nos. 1, 2, 3 and 4. The gates removed from lock No. 7 were taken in hand about the end of June.

Walls.—Pointing walls of locks Nos. 1 and 2, as well as the retaining wall forming the south side of Carillon Canal; this last one is about half a mile in length. Repairing slope walls at various places along the Grenville Canal.

Booms.—Building a near boom, 84 feet long, 8 feet wide and $2\frac{1}{2}$ feet thick, for the upper entrance of Carillon Canal.

Piers.—Building extension to mooring pier at Brantford's Bay, about 2 miles above the head of Carillon Canal. This extension is 24 feet long, 21 feet wide and 23 feet high, and in addition to it the old portion of the pier was raised 5 feet. Increasing sluice way in guide pier forming the south side of the upper entrance to Carillon Canal.

Scows.—Sundry repairs to gate lifter.

Buildings.—Erecting a shed 54 feet long, 18 feet wide and some 20 feet high for stop-logs at the head of Carillon Canal. Painting lockmaster's house at lock No. 2.

General.—Cleaning prism of canals, repairing road ditches, banks, tow-paths, fences, &c.

Appropriation for repairs.....	\$11,500 00
Amount expended.....	10,669 18
Unexpended balance.....	<u>\$830 82</u>

REPAIRS CHARGEABLE TO INCOME.

Carillon Dam.

The repairing of this important structure was continued during the year with only an interruption of a few weeks between December, 1892, and March, 1893. On the 1st of July last there remained to be completed about 100 feet in length of the

main portion of the dam and the whole section of 300 feet or so between the slide and the south shore of the river. The total length repaired, during the fiscal year ended 30th June, 1893, was about 750 feet. Heavy cribwork, in some places as high as 18 feet, was put in to give the apron its proper length, for a distance of 380 feet, besides raising the said apron along and covering it with elm timber, as explained in my last report.

The appropriation running short, work had to be suspended in December, 1892, but a supplementary amount of \$10,000 having been voted by Parliament at its last session, operations were resumed early in March and pushed steadily on until the ice broke away in April. There had then been expended out of the supplementary \$10,000, an amount of \$5,396.13, leaving a balance of \$4,603.87, which was almost entirely used in necessary repairs to scows, &c., and in purchasing timber, iron and stone required to continue operations during the coming season.

The total amount appropriated towards this work from 1891 to 30th June, 1893, is as follows:—

1891-92.....	\$15,000 00
1892-93.....	15,000 00
1892-93, supplementay.....	10,000 00
Total.....	\$40,000 00

Expenditure.

October, 1891, to 30th June, 1893, labour.	\$19,525 21	
Steam tug "Ada"	4,088 00	
Material, tools and sundry accounts.....	14,967 24	
		38 580 85
Unexpended balance.....	\$1,419 55	
	\$38,580 85	
Material on hand—Timber, lumber, iron and stone, say.....	4,500 00	
Total cost of work done.....	\$34,080 85	

Total cubic contents of permanent work about 15,100 cubic yards, $\frac{34,080.85}{2.26}$, say \$2.26 per cubic yard.

This result could of course never have been attained had I not been able to use a large quantity of timber taken out of old booms or lying along the canal and which was all that could be desired for the temporary works; some of it was also found good enough to go into the submarine cribwork.

The quantity of timber thus procured amounted to about 38,000 lineal feet, or nearly half of that used.

GREENVILLE CANAL INCOME.

Lock No. 6, Retaining Walls.—The walls, on the south side of both approaches, to this lock, having to be rebuilt, an amount of \$5,000 was voted by Parliament for the purpose. The necessary stone was procured by a contract with Mr. Toms, and the building was done by day's work. Owing to unexpected delay in commencing operations, and to the severe cold that prevailed last winter, the removal of the old walls proved very expensive. However, the greatest part of the work was done within the limits of the appropriation, the expenditure being \$4,853.01, with enough stone left to complete the wall in the fall of 1893. The ordinary repairs appropriations for 1893-94 will be sufficient to do this without asking for a special grant.

Lock No. 7, Upper Wing Walls.—As stated in my last report, the upper wing walls at lock No. 7 had to be rebuilt. Consequently, in the course of last fall, a contract was entered into with Mr. F. Toms, of Ottawa, for this work. Operations were commenced early in December, 1892, and the work brought to completion by the end of the fiscal year. The old dry walls, resting on a cribwork foundation,

were removed and masonry walls, laid in "Portland" cement, built in their place. Both are about 29 feet high, $10\frac{1}{2}$ feet wide at the base and 90 feet long.

Some trouble was experienced by the contractors, in staunching the coffer-dam, at the entrance of the canal; but the leakage having been finally got under control, masonry was commenced on 3rd March and completed by the end of that month.

Appropriation.....	\$14,000 00
Expenditure as per final estimate.....	12,516 11
Unexpended balance.....	<u>\$ 1,483 89</u>

Mr. H. G. Stanton, who was in charge of the two last named works, received instructions on the 5th June to proceed to Bryson and commence a survey of the lands alleged to have been flooded, owing to the construction of the dams at Grand Calumet and Rocher Fendu Rapids on the Upper Ottawa. This survey is in progress at the time of writing.

CULBUTE CANAL.

The structures here consist of two combined wooden locks, a submerged dam and a draw-bridge, located a couple of miles below the canal. In connection with these, are also two submerged dams, one at Rocher Fendu Rapids, on the south, and the other at Grand Calumet Falls, on the north side of Calumet Island.

These two last dams are of no use, to the scant navigation on this section of the river, and they being, at the same time, a source of continuous claims on the part of land owners, for alleged flooding, it had been decided to remove them and preparations to that effect had been commenced in the spring of 1892. However, orders not to proceed with the work were given soon after and it has since been kept in abeyance.

No repairs of any kind were done here during the year.

As requested, I inclose herewith a copy of the annual reports received from the superintendents in charge of the various works.

I have the honour to be, sir,
Your obedient servant,

ERNEST MARCEAU,
Acting Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Canals, Dept. of Railways and Canals,
Ottawa.

CARILLON, 12th August, 1893.

SIR,—I have the honour to submit to you my annual report for the fiscal year ended the 30th June, 1893.

The canals were closed on the 30th November, 1892, and reopened on the 1st May, 1893.

The booms were placed at the head of the Carillon Canal on the 5th May, 1893, and on the 21st of the same month, 793 feet of the said booms were carried away by the high water and a strong west wind, and broken in ten pieces.

The number of vessels and lockages of rafts passed through the canals during the year is as follows :—

DOWNWARDS.

Months.	Steamers.	Canadian Barges.	American Barges.	Lockages of Rafts.
1892—July	57	154	28	91
August.....	71	179	34	161
September.....	52	153	33	62
October.....	57	149	46	66
November.....	36	79	23	20
1893—May	52	152	24	15
June.....	52	151	26	36
Totals.....	377	1,017	214	451

UPWARDS.

1892—July	73	138	15	85
August.....	81	169	68	141
September	62	153	37	69
October.....	65	157	39	41
November.. ..	45	83	36	23
1893—May	55	135	32	53
June.....	57	127	23	182
Totals.....	438	962	250	594

The total expenditure of the year chargeable to staff amounts to \$13,301.67.

REPAIRS.

Replacing one pair of lock gates, lock No. 7, by a pair of spare gates we had on hand.

Building a shed over the stop-logs at lock No. 2, size 54 feet long by 18 feet wide, with stone foundation and a shingle roof.

Building one boom for the upper entrance Carillon Canal, size 84 feet long by 8 feet wide and 2 feet 6 inches in thickness.

Lowering the by-wash of the guide pier, lock No. 2.

Repairing the gate-lifter scow, renewing the ends, knees, flooring timbers and supports under the three derricks.

Repairing the top part of the two pairs of gates, lock No. 1, top bar mullions and foot boards, changing the suspension straps.

Changing the suspension straps on the two pairs of gates, lock No. 2, and also one pair, lock No. 4.

Building a mooring pier at Brantford's Bay, size 54 feet long, 21 feet wide, 23 feet high.

Placing the booms at the head of Carillon Canal.
 Pointing locks Nos. 1 and 2, and also the canal wall which is half a mile long.
 Replacing one valve at lock No. 6.
 Painting lock gates at locks Nos. 1, 2, 3, 4.
 Painting the lockmaster's house, lock No. 2.
 Cleaning the bottom of the canals, removing boulders and rubbish which had fallen in during the year.
 Repairing the roads, ditches, fences and towing-paths, canal banks, lifting lock gates, renewing lock gate chains and valve pins, &c.
 I have also commenced the repair of the Grenville lock gates on the 24th June.
 We have also done during the year many repairs, of which it is impossible to give you all particulars in my report, such as repairs of wheelbarrows, pike poles, ladders, and small repairs to Government houses, &c.
 The total expenditure of the year chargeable to repairs amounts to \$10,669.18.

I am, sir,

Your obedient servant,

PIERRE GIRARD,

Acting Superintendent, Carillon and Grenville Canals.

ERNEST MAROEAU, Esq.,
 Acting Superintending Engineer,
 Montreal.

CARILLON, 5th September, 1893.

Annual report on the operations at the Carillon dam repairs, from 1st July, 1892, to 1st July, 1893.

July 1 to 20, 1892.—Was spent in repairing scows, cofferdam, cribs, &c.

July 20.—Resumed work on the dam, commenced putting in cofferdam on north side centre of main dam; 6 cofferdam cribs were put on with stop-logs between, covering 237 feet.

The original aprons behind dam at said place were 8 ft., 14 ft. and 39 ft. long, with a fall of 8 feet from crest of dam. We took old aprons out which were all more or less damaged, filled up original sluices with timber and stone. Twelve cribs were built behind dam at said place to the surface, and then a superstructure built up within 1 foot of top of original dam, the whole filled with stone and then covered lengthwise with timber.

Completed by September 15.—Completing in all 230 feet in width by apron 56 feet long on north side, sloping to 39 feet on south side. Removed two of the above cofferdam cribs to south side, joining north pier of slide.

The two cribs were placed on dam with stop-logs between and an extension covering 130 feet. Three cribs were built behind dam to the surface and then a superstructure built up within 1 foot of original dam, the whole filled with stone, covered lengthwise with timber.

The original apron was 8 feet long, with a fall of 8 feet from crest of dam, said apron was taken out and treated same as first mentioned.

Completed by October 5.—The repairs completing in all 125½ ft. wide by apron 26½ feet north side to 25½ feet south side.

Cofferdam cribs removed from south side and centre to north side, joining long guide pier.

Three cofferdam cribs placed on dam with stop-logs between, covering 172 feet.

Four cribs were built behind dam to the surface and then a superstructure built up within one foot of original dam, the whole filled with stone and covered with timber lengthwise.

The original apron was 8 ft., 23 ft. and 56 ft. long, with a fall of 8 feet from crest of dam; said apron was taken out and treated same as first mentioned.

Completed in Nov. and Dec.—The repairs completing in all 149 feet wide by apron 49 feet north side to 56 feet south side.

December 5, 1892.—Suspended work on the Carillon dam repairs.

February 28, 1893.—Resumed work on the dam.

Cofferdam cribs were placed in November so as to form ice for winter. Two cofferdam cribs were built and put in in March. It is hard to state distance covered by cofferdam as the whole dam was frozen over with the exception of places where the surplus water ran over.

We did not put any cribs in behind the dam as the work was over that, that was repaired in 1884 and all the cribs were put in then. The original aprons were 42 ft., 48 ft. and 39 ft. long, which were all greatly damaged; we took them out and built a superstructure to a height of 6 feet and filled all sluices, &c., with stone and covered with timber.

Repairs completing in all 206 feet wide by 42 ft., 48 ft. and 39 ft. apron.

Also took out old apron 45 x 56 feet joining north side long guide pier repairs. Built superstructure to height of 6 feet, filled same with stone and covered with timber.

Repairs completing in all 45 feet wide by 56 feet apron.

March 31.—Suspended work on the dam.

April 13.—Resumed work with a few men catching cofferdam cribs, timber, &c., &c.

May.—Had 18 men average two days each catching timber and cofferdam cribs on different dates during the month.

June 2.—Resumed work repairing scows, cofferdam cribs, &c.

June 21.—Suspended work with the exception of one blacksmith and assistant, who worked making bolts, timber dogs, pike pole irons, &c., up to 30th June, 1893.

The above is respectfully submitted.

D. GAHERTY,
Supt. Carillon Dam Repairs.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer,
Lachine Canal Office,
Montreal.

STE. ANNE, 12th August, 1893.

SIR,—I have the honour to submit herewith my report for fiscal year ending 30th June, 1893.

Navigation closed here on the 25th November and was reopened on the 29th April, 1893.

Mail boat and general traffic have not been interrupted during the opened period.

Ordinary repairs have been made to the locks, lock gates, guide light at upper entrance, Government building, fences and bridges, and four buoys have been replaced.

The anchor pier above Ste. Anne has been raised 4 feet.

Two hundred and forty feet long of the long pier above the old lock has been repaired, and two snubbing posts have been replaced.

I have the honour to be, sir,

Your obedient servant,

J. L. DAOUST,
Superintendent.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

COULONGE, 2nd August, 1893.

DEAR SIR,—Your letter of 17th July, asking for annual report of work under my charge on the Ottawa River Canals received. I have the honour to report as follows:—

Work was commenced on the puddle trenches of the old lock wall at Ste. Anne, on the 8th August last and finished on the 18th October the same year.

The trenches were excavated to a depth of 17 feet, with a width of 5 feet at the bottom. The excavation was through made ground which was principally made up of quarry refuse.

The clay for the work had to be brought across the canal in a barge and unloaded on the lock wall and from there thrown into the trenches where it was thoroughly tamped. The width of the puddle at the bottom was as near 5 feet as possible, and was carried up at that width for 4 feet when it was checked in 18 inches and from there carried up at that width to within 2 feet of the frost batter of the lock walls, where it sloped back to meet the foot of the frost batter of the wall.

The puddle was put in the trench about 2 feet thick at a time all along the trench and well tamped throughout. The filling in behind the puddle wall was carried up at the same time.

Mr. P. Girard came down and removed the upper gates, which he had towed to Carillon, where they underwent a thorough repair during the winter and were replaced in the spring as soon as the water would permit.

I received instructions from you to proceed to Grenville in December to take charge of the work there, which consisted of rebuilding the wing walls at the guard lock on the Grenville Canal. This work was done by contract, the contractor being Mr. F. Toms, of Ottawa. I arrived in Grenville 14th December, with you and found that the contractor had started some days before in excavating behind the existing wing walls.

The contractor began hauling clay for his dam, which he had to put in to unwater his work on the 6th January.

The water was let out of the reach on the 13th January, but when there was a head of about 8 feet, the dam moved and the reach filled up again. When the diver went down, he found that there had been a bad scour on the south side of the dam. Three-inch sheet piles were driven with a pile-driver half-way across the dam from the south side and the leak stopped, when the water was again let out on 31st January, but the dam was found to leak. There was a bad scour on the 8th February. The contractor then decided to pile all the way across the dam, the scour this time being on the north end of the dam, where it joined the wharf. After the piling, the dam was practically water-tight.

Masonry on the wing-walls was begun on 3rd March and continued till completed with one short delay, which was caused by the contractors' heating plant breaking down; however, the walls were finished by the end of March. The filling behind the walls was completed early in May.

The contractor removed a portion of the dam to allow navigation for the 1st May, when he had to stop on account of the high water; however, he succeeded in having it all removed later on and in time to get his final estimate.

Work on the rebuilding of retaining walls at lock No. 6 was done by day labour, Mr. F. Toms supplying the stone by contract.

There was 500 feet of wall built, with an average height of 9.5. The work was most expensive on account of the severe winter. We had to remove 500 feet of old wall, which was more difficult to remove than solid rock. The stone for the new wall, though of a good quality, was too large for the wall wished to be built and therefore cost more dressing. This work was also completed in time for the opening of navigation. I was some time in Carillon, preparing my final estimate of work at Grenville, when I received instructions from you to proceed to Bryson to survey lands drowned by the dams placed in the Ottawa River by the Government, where I am now at work.

I have the honour to be, sir, your obedient servant,

ERNEST MARCEAU, Esq.

H. J. STANTON, *Resident Engineer.*

Acting Superintending Engineer, Montreal.

STE. ANNE'S LOCK.

STATEMENT showing the depth of River Water on Mitre Sills of Ste. Anne's Lock during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.
1892.				
July.....	13 0	10 1	14 5	11 0
August.....	12 0	10 9	11 9	11 5
September.....	11 0	10 4	11 5	10 9
October.....	11 3	10 7	10 5	9 10
November.....	11 3	10 0	12 8	10 10
December.....	11 2	10 3	12 10	12 2
1893.				
January.....	11 8	9 9	12 10	10 8
February.....	10 2	9 9	11 5	10 1
March.....	10 8	9 3	11 0	10 1
April.....	12 9	10 8	14 11	11 0
May.....	16 2	12 3	19 3	13 11
June.....	15 1	13 0	18 0	14 8

CARILLON CANAL.

STATEMENT showing the depth of River Water on the Mitre Sills of Locks Nos. 1 and 2, Carillon Canal, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 1, Lower Sill.		Lock No. 2, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.
1892.				
July.....	16 0	12 10	16 0	13 2
August.....	13 1	12 6	13 10	12 10
September.....	12 9	11 11	13 4	12 0
October.....	12 8	12 0	12 4	11 10
November.....	13 11	11 8	14 9	12 1
December.....	13 11	12 10	16 6	12 9
1893.				
January.....	13 3	12 2	13 3	11 5
February.....	12 10	12 2	11 4	11 0
March.....	12 6	11 7	12 6	11 2
April.....	15 11	12 4	16 6	13 0
May.....	21 9	16 0	23 3	15 10
June.....	20 0	16 2	20 9	16 9

GRENVILLE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Locks Nos. 3 and 7, Grenville Canal, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 3, Lower Sill.		Lock No. 7, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July	19 3	15 8	17 0	12 8
August	16 3	15 4	13 0	12 2
September	15 2	14 2	12 4	10 9
October	15 0	14 3	11 9	11 4
November	17 10	14 4	15 0	11 3
December	19 6	15 9	14 6	12 0
1893.				
January	23 6	17 0	12 10	10 4
February	26 6	23 0	10 3	10 0
March	27 0	20 0	10 9	9 6
April	20 3	10 0	17 2	11 0
May	28 0	19 3	24 9	16 0
June	25 9	20 2	21 8	17 0

CARILLON CANAL.

STATEMENT of Damages collected during the Fiscal Year ended 30th June, 1893.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1892.			\$ cts.	\$ cts.	\$ cts.
1st Oct.		Capt. Robert.		5 00	5 00

D. MURPHY,
Collector.

GRENVILLE CANAL.

No fines or damages.

ALEXANDER PRIDHAM,
Collector.

LACHINE CANAL.

SUPERINTENDENT'S OFFICE,
MONTREAL, 1st September, 1893.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer, Canals,
Montreal.

SIR,—I have the honour to submit to you the annual report of the works executed on the Lachine Canal, during the fiscal year ended 30th June, 1893.

I am unable to enter minutely into the details of the works executed prior to the 13th of May, 1893, the date at which I was placed in charge by the chief engineer; and such information as is now submitted, regarding the execution of the

works, according to appropriations voted, is gathered from canal workmen who were employed on said works.

The Lachine Canal was closed to traffic on the 30th of November, 1892, and re-opened to navigation on the 4th of May, 1893.

Although two accidents occurred during the year the trade was not affected thereby, navigation was efficiently maintained during the whole season, and the water has been kept at a good height in all the levels both for navigation and manufacturing purposes.

The first accident referred to, occurred on the 19th of December last, when a most serious leak declared itself in the canal bank, opposite the Montreal Woollen Mills, on the north side of the regulating weir, at the St. Gabriel Locks.

The clay backing behind the wall had been washed away and the water found its way under the flume and wall of the mill. Steps were immediately taken to stop the leak which threatened not only the mill but the whole canal interest. The water was lowered in the reach, the bank repaired, and, on Friday afternoon of the 23rd, the water was let in again. The repairs effected consisted in rebuilding the slope walls in front of the mill with heavy cement masonry, filled in behind with concrete and clay.

Five days after the wall had been rebuilt, the water was again discovered coming through the foundations of the mill; after careful examination it was decided to stop the mill and block the flume and to wait until the water was taken out of the canal, to ascertain the full extent of the repairs to be made for securing the bank and otherwise protect navigation and milling interests. The work was resumed in March and April, the whole wall in front of the mill was taken down and rebuilt, a puddle wall with concrete and sheet piling was made in rear. The owners of the mill took advantage of the water being out of the canal to reconstruct their flume and effect the necessary repairs to the foundations and walls of their building.

The total cost of repairing this break amounted to \$13,209.78.

The other accident occurred on the 10th of May, 1893, when the tug "Wm. Paul," struck the St. Gabriel bridge, knocked it off its pivot, breaking (at the same time) a portion of the turntable machinery.

As stated before, navigation was not affected thereby; four days after the accident, the bridge was again in working order. The repairs to the bridge, in this case, amounted to \$262.25.

Considerable works were executed, during the fiscal year, and are described under three heads, viz., repairs, income and capital.

REPAIRS.

The water was drawn off on the 8th of March for the purpose of building the masonry required in connection with the new Wellington and G. T. R. bridges.

While the water was out of the canal, the works under water were overhauled and repaired. All the mechanical structures, such as locks, weirs and headgates, bridges, shops and lighting station machinery, were kept in the best condition possible and all the works in connection with the canal maintained in first-class order.

There are a great many mechanical structures and other works on this canal to be kept in repair, viz.:—

Ten locks, seven swing bridges and their approaches on both sides, twenty-one stationary road bridges, six weirs, containing in all fifty water gates or sluices 4 x 5 in size. There are fifty wooden piers in connection with the different bridges and the timber basins at Lachine, varying in size from 12 x 18 feet to 12 x 24 feet and 12 x 36 feet.

There are 4,000 feet in length of guide booms at the different weirs, bridges and timber basins from 3 to 4½ feet in width. The planked wharfs measure 15,500 feet in length on an average width of 24 feet; there are seven flour or freight sheds, measuring, two 750 x 40 feet; five 400 x 36 feet; also nineteen buildings such as workshops, electric station, storehouses, dwelling-houses for bridge and lockmen, wharfingers and superintendent's office and watch or guard houses at the different locks and bridges and timber basins.

There are 14 miles of tow-path, on both sides of the canal, and over 9,000 feet in length of planked foot-path in connection with the Government property, in the city of Montreal, the latter having not only been maintained in good order but also kept free of snow and ice during the winter months.

The cleaning of the River St. Pierre and off take drains through the lands adjoining the canal, covers 10 miles in length and was duly attended to at the proper time.

Mooring posts have been placed at different points on the canal banks and in the piers where required.

The maintenance of Mill Street, which runs from Black's bridge to St. Etienne Street on the south side of the canal, and over which the traffic is very heavy, has been expensive; the same remark applies also to the other roads adjoining the different basins, wharfs and flour sheds.

The electric plant for lighting the canal between the lower entrance and St. Gabriel lock has been maintained in good order and has given full satisfaction.

The canal telephone line has also been kept in an efficient state of repair.

The amount appropriated for repairs, on this canal, for the fiscal year 1892-93, was.....	\$48,500 00
Supplementary vote.....	3,700 00
	<hr/>
	\$52,200 00
The expenditure has been.....	51,515 15
	<hr/>
Balance.....	\$684 85

WORKS CHARGEABLE TO INCOME.

The work done on this canal, during the lapsed fiscal year, under the head of Income, was subdivided as follows:—

Building 8 pairs of spare gates for old and new locks.

Taking down and rebuilding lock walls of old lock No. 1, both sides, including chamber, upper and lower wing walls.

Rebuilding old regulating weir at Lachine and improving present drainage system on south side of canal above Côte St. Paul bridge.

Building six stationary bridges.

Spare Gates.

Six pairs of spare gates were built, during 1891-92, for the old and new locks, distributed as follows:

Two pairs for lower and upper sills, old lock No. 1.	
One do do sill, old lock No. 2.	
One do upper do 3 or 4.	
One do lower do 5.	
One do upper sill, new lock No. 3 or 4.	
The cost was.....	\$21,463 47

A further sum of \$29,000 was asked to provide the balance of spare gates required for the undermentioned locks, viz.:—

One pair upper gates, old lock No. 2.	
One do do do 5.	
Two pairs upper gates, new locks Nos. 1 and 2.	
One pair lower do 1.	
Two do do 3 and 4.	
One pair upper do 5.	

A sum of \$19,500 was granted for the construction of said gates. Two pairs of lower and upper gates for either of old locks Nos. 1 and 2 were built during the lapsed fiscal year. The expenditure amounted to \$15,992.94, but I understand the

One cap and a knee were placed on one of the gates of lock No. 8, and the upper portion of the heel post of one of the gates at lock No. 11 renewed.

The lower gates of locks Nos. 7, 8 and 9 were raised and adjusted.

A suspension strap on one of the gates at lock No. 9, which was broken, was taken off, welded and replaced.

Twelve new crab winches, for opening and closing the gates, were made and one placed at each of locks Nos. 6, 8 and 13; several chains were renewed at the different locks, as well as the chain rollers. The turntables and gear of the swing bridges at locks Nos. 11 and 13 were renewed.

Bridges.

A new swing bridge was built and placed at lock No. 12. The approaches to the swing bridges, at locks Nos. 10, 11 and 13, were renewed.

The swing bridge at lock No. 14, Valleyfield, underwent considerable repairs.

One of the bridges over the waste weir at the above lock was rebuilt. The swing bridges at locks Nos. 7, 8, 9, 10 and 13 were raised, adjusted and the chains tightened.

Posts.

Three fender posts were made and placed one at each of locks Nos. 8, 11 and 12, and the posts at the other locks repaired. Seventy-five snubbing or mooring posts were set on the canal banks, on both sides, and a large number of the old ones taken out and reset.

Dwelling-houses and Buildings.

A new kitchen was built for the lockmaster of lock No. 9, as well as a wood shed. The upper or mansard portion of the bridge-keeper's house, at St. Timothy, was taken down and rebuilt and a new bridge shanty built for the keepers.

The roof of the lockman's house at lock No. 6 was covered with painted Canada plate.

The dwelling-house occupied by lockman Lefebvre at lock No. 10 was repaired inside and outside, and a wood shed 12 ft. by 12 ft. built in connection with same.

The lockmaster's house at lock No. 7 was painted outside and a veranda built on the front of said house, another one for the dwelling-house occupied by the lockmen and bridge-keeper at this lock.

Another veranda was built for the lockmaster's house at lock No. 9, and one for the house of the lockmaster at lock No. 13. Two wood sheds 12 x 12 and 12 x 24 feet, respectively, were built for the lockmen and bridge tender at lock No. 7.

A shed of 12 x 18 feet, erected at lock No. 6, was demolished by a storm shortly after having been put up and was again rebuilt. Wood sheds, 12 x 12 feet, were also built for lockmen Bonnin, Dubois, Leduc, Boyer, Bertrand, Dandurand and ferryman Cardinal; all these sheds were painted.

An extension 12 x 13 feet was made to the canal storehouse. Repairs were made to the roof of the house occupied by ferryman Olivier Lafleur, and the floor of the kitchen painted.

The fence around the canal ground upon which are erected the workshops, received considerable repairs.

A large number of farm bridges were built, and all the others have been maintained in good order.

Banks, Dams and Dykes.

The bank of the waste weir on the south side of lock No. 12, which was carried away on a length of 50 feet by a depth of from 8 or 9 feet, was rebuilt. The canal embankment, which had also been damaged, was repaired, and three bridges which had been carried away by the water were rebuilt.

The dams and dykes underwent considerable repairs. The lower dam at Valleyfield has been macadamized on its whole length and breadth, last summer, and covered with a layer of gravel.

The north embankment of the canal was covered with gravel for a considerable distance. The Hungry Bay dyke was also macadamized and covered with gravel for a good distance, and leaks through the same stopped. The canal banks on both sides have been well maintained. The ditches and discharges have been carefully cleaned and the weeds mowed in due time.

The public roads, which, on a length of 27 miles follow the canal bank and extend as far as Godmanchester, have been maintained in good order.

A cement masonry wall about 40 feet in length was built opposite McDonald's mill, and two waste weirs, which were of no use, filled in with earth.

Scows.

The ferryman's and labourer's scows have been kept in good repairs; the scow at Valleyfield also received considerable repairs.

The amount appropriated for repairs for the fiscal year was \$16,800. The expenditure has been \$14,089.86—balance, \$2,710.14.

I have the honour to be, sir,
Your most humble servant,

J. F. BÉRIQUE,
Superintendent.

ERNEST MARCEAU, Esq.,
Acting Superintendent Engineer of Canals,
Montreal.

CHAMBLY CANAL.

SUPERINTENDENT'S OFFICE.

CHAMBLY BASIN, 15th August, 1893.

SIR,—I have the honour to submit the annual report of the works executed under my control, on the Chambly Canal during the fiscal year 1892-93.

The canal was closed on the 1st of December, 1892, and reopened to navigation on the 8th of May, 1893.

Thrice during the month of May last leaks occurred in the side walls of the tail race of the waste weir below lock No. 6; they were immediately repaired, and navigation was not affected thereby. No other accident whatever occurred.

The old works have been kept in good order, and some new works have been executed to facilitate navigation and expedite the work in the canal workshops.

MAINTENANCE AND WORKS.

Expenditure Chargeable to Repairs.

Canal Banks.—The dry rubble wall on the inside of the tow-path from mile 1½ to mile 6, has been rebuilt during the fall of 1892, and at the end of April last all the inside wall on the same side has been overhauled from Chambly to St. Johns, as well as certain portions of the wall on the opposite side on a distance of four miles.

The dry rubble wall on the west side below bridge No. 7 has been rebuilt underneath the Central Vermont Railway bridge, and further on a total distance of 400 feet.

Some excavations in the tow-path between the 8½ and 10½ miles, have been filled in with small stones and covered with earth.

The macadamized road on Isle Ste. Thérèse, on a distance of 2½ miles, has been carefully kept in order. The canal bottom has been cleaned where stones and earth had accumulated, specially at the foot of the locks, and watercourses draining the lands on the west side of the canal.

The weeds were mowed on both sides of the canal at the proper time.

Locks.—The nine locks have been pointed with Portland cement.

One side of the upper gates of lock No. 5 has been renewed, the other gate was built and kept in reserve until required.

One pair of spare gates has been commenced for the guard lock at St. Johns (10 miles above the workshops). These gates will be completed later and transported to the above place to be used in case of accident.

Three old balance beams have been replaced by new ones. Three sluice frames, 12 feet in height, for the sluices inside of lock walls, have been made and placed, two at lock No. 2, and the other at lock No. 7.

The sluices of fourteen pairs of gates, and eight sluices inside of lock walls have been renovated according to a new design; this has proved a very important improvement, facilitating the lockages, and has been the means of a reduction in the labour staff.

Before letting the water into the canal, last spring, the sills of the locks have been strengthened. The sill of lock No. 5, which had been cut, to drain said lock, during its reconstruction, has been adjusted and repaired. The timber for a spare sill has been prepared and stored away.

Bywashes.—During the severe winter of 1892-93, the bywashes required a considerable amount of labour to keep the openings free of ice, which was continuously forming. Ninety feet of the garde corps or railing of Fryer's bywash which was threatening ruin, was renewed, and the carriage-way over it widened by 3 inches. Some small leaks which did not, however, require the lowering of the water in the canal, were stopped, one at Fryer's bywash, and one at the Electric Station waste weir.

The wall of the tail-race of the above weir in rear of the Electric Station, which had been disturbed by the canal water with a head of 32 feet, has been rebuilt on the east side, for a length of 75 feet.

As already stated, at the commencement of this report, it was necessary to repuddle three times the bywash below Lock No. 6. An important improvement, which would put an end to the oft-repeated leakages at this point, would be to place in said bywash two sluices; the puddle would never be disturbed and thereby the general cause of leakages (spring puddling when there is yet frost in the ground) would disappear.

Bridges.—The low temperature of a winter without snow has been the cause that the frost has deeply penetrated the ground, therefore all the structures, embedded in the ground, have been disturbed more than usual. The bridge seats suffered more than the rest and it was necessary to raise almost all the bridges and to readjust the pivots and segments.

The stringers of bridge No. 5 were strengthened and new approaches made at bridges Nos. 1 and 8. The planking of bridges Nos. 1, 2, 3, 4, 5 and 6 has been partly renewed and the timber work painted.

The tow-path bridges on Isle Ste. Thérèse, and the bridges on the public road, required but slight repairs and have been kept in good order.

The timber for a spare swing bridge has been prepared and stored away until required.

Wharfs, Piers and Booms.—The guide pier in the Chambly Basin, at the lower entrance of the canal, has been planked with 3-inch hemlock plank, on a length of 300 feet, by a width of 26 feet; and the remaining 200 feet of said pier repaired. An extension of 70 x 20 feet has been made to the wharf above bridge No. 8, to facilitate the unloading of coal.

The cavities in the wharfs at St. Johns have been filled, and the heaps of earth resulting from the use of derricks unloading scows, &c., were spread and levelled, at the expense of the persons using said wharfs.

The 400 feet of wharfs, piers and booms have been kept in good order during the whole year.

Dry Rubble Wall.—The dry rubble wall of the discharge, between the Malo and Ostigny properties, has been raised 3 feet on a length of 75 feet and a new wall, 50 feet long, has been built as far as the river; the old wall on the east of said discharge has been overhauled.

Roads.—Four toises of broken stone were used to fill in the ruts of the Government macadamized road, between bridges Nos. 1 and 2. The roads alongside the canal, used by farmers, have been kept in order.

Culverts.—The three culverts draining the farm lands, on the west side of the canal, have been cleaned as well as their approaches. The outlet wall of culvert No. 1 has been rebuilt. The culvert discharges, which measure, between the canal and river, at least 2,000 feet in length, were cleared of ice twice during the winter, and eight miles in length of ditches cleaned.

Buildings.—The roofs of four lighthouses were covered with sheet iron and painted. The ceilings and partitions of the lockmaster's house at lock No. 2, which were plastered necessitating almost constant repairs, were renewed with tongued and grooved $\frac{1}{2}$ -inch plank and painted.

Some sundry repairs were made to lockmaster's house at locks Nos. 3, 4 and 8 and the keeper's dwellings at bridges Nos. 4, 6 and 8.

Three storm or winter doors were provided for the houses of bridge-keepers Nos. 4 and 6 and the roofs of said houses were covered with sheet iron and painted. The roofs of the bridgmaster's house and shed at bridge No. 2, the north side of the roof of the hardware storehouse and those of the watch houses of bridges Nos. 3 and 4 have also been covered with sheet iron and painted.

The bridge tenders' houses Nos. 2, 3, 4, 5 and 6, as well as the guard houses at bridges Nos. 2, 3 and 4, have been painted and the fences around the lots whitewashed by the keepers themselves. The different buildings in the Government yard, with the exception of the main workshops, have been whitewashed as well as the fence.

A shed 28 x 20 feet for the storage of coal and electrical plant, &c., has been built at the electrical station. The ground was levelled and a fence erected around the lot

A shed 75 x 37 feet has been built in the yard for the storage of sawn lumber and timber, derricks, wagons, &c., and a ventilator has been placed on the roof of the engine room.

The building used jointly, for offices, by the superintendent and collector at Chambly, underwent considerable alterations and improvements. The old roof was demolished and a mansard one built instead; two new stairs were made and the hallway enlarged for the accommodation of the general public.

Fences.—The necessary repairs were made to the fences. The railing or "garde corp-," along the public road, and measuring 6 miles in length has been completed opposite Ste. Thérèse Island; 4,000 feet in length of the rail and 140 cedar posts have been replaced. The posts on the whole distance have been covered with a galvanized iron cap to keep in place the $\frac{5}{8}$ -inch steel wire cable and to protect the head of the posts; 2,640 caps were thus placed.

The old "garde corps," in the town of St. Johns, has been repaired for the year or until such a time as a more suitable fence shall be built.

Scows.—The four scows have been repaired and caulked; one of the decks was replanked, and a new derrick mast made and put on the repairs scow.

Steam and Electrical Plant.—Several improvements were made to the plant in the canal workshops and at the electrical station.

The pipe feeding the turbine has been covered with pea-straw, as done the years previous, at the approach of winter, to protect it against the frost.

In April, when the water was drawn off from the canal, this pipe, which measures 330 feet in length by 40 inches in diameter, has been carefully scraped and painted, both inside and outside. One of the inside bearings of the turbine, which was out of place, was readjusted.

The main shaft, in the workshops, which is run either by steam or electricity, has been divided into three sections which can be united or thrown apart by means of levers or clutches.

A stronger mast has been provided for the derrick on wheels.

A travelling crane has been installed, in the long shed, for the storage of the large timber and materials such as derricks, balance beams, bridge stringers, &c.

Telephone.—As usual the telephone has rendered important services to navigation and has been also very useful to expedite the works. The damages to instruments by lightning are repaired at the workshops; and for that purpose, spare pieces are always kept in stock. It is very seldom necessary to send any parts of the instruments to Montreal for repair. The wire, when broken by the wind or otherwise, is connected by the canal workmen.

Tools.—Carpenter's tools were provided in sufficient quantities to expedite the work.

The crowbars, chisels, picks and stonecutters's tools are made and repaired at the canal blacksmith's shop.

Besides the large quantity of timber which has been employed in the reconstruction of locks, all the timber for repairs and construction is sawn and planed in the workshops.

Ten thousand pounds of iron have been worked and prepared at the blacksmith's shop, during the year, 42 wheelbarrows have been repaired, 7 stoneboats made, besides a large quantity of handles for axes, picks, hammers, &c.

The appropriation for repairs was	\$12,500 00
The expenditure was.....	12,450 43
Balance.....	\$ 49 57

Expenditure Chargeable to Income.

The works under this head are as follows :—

- 1. Rebuilding wall of lock No. 5, east side.
- 2. Fences.
- 3. Dry rubble wall along public road. .
- 4. Electric motor, &c.
- 5. Sill at lock No. 9.

Rebuilding East Chamber wall of Lock No. 5.—The east wall of lock No. 5, from a point about 10 feet below the upper gate, comprising the recesses, abutments, chamber and wing walls below the lower gate, was taken down as far as the bottom of the lock, and rebuilt for a height of 17 feet. Eight tiers of dressed pine timber with a batter of 1 inch to the foot were laid one upon the other with ten tiers of hemlock timber in rear, the whole joined together by iron rag-bolts.

The stone masonry backing in the rear was built at the same time and bound to the timber wall in front for a height of 10 feet 4 inches, by means of numerous iron bars 1½-inch in thickness, by 8 and 12 feet in length, put across the whole wall and bolted to oak blocks embedded in rear of said wall.

In the spring, four courses of face stone masonry were laid over the timber-work and a coping course, 3 feet in width, was put on top of this wall. The work once completed, the two derricks, the electric lamps, the surplus of materials were removed, the ground levelled and some gravel spread over the approaches to the lock and in the vicinity.

The appropriation to rebuild 90 feet of wall was \$6,000; but when it was taken down it was perceived that the remainder of the wall, including the wing wall, was worthless; order was therefore given to demolish the same, which gave 60 feet more of wall to rebuild. An additional sum of \$1,500 was appropriated.

Appropriation.....	\$6,000 00
Supplementary appropriation.....	1,500 00
	\$7,500 00
Expenditure.....	7,499 87
Balance.....	\$ 13

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Fences.—The total length of fences, on line of canal, is $10\frac{3}{4}$ miles. Two and half miles of fence built the year previous should be deducted, thus leaving $8\frac{1}{4}$ miles = 43,560 lineal feet of fence to be made. The fence was built with round cedar posts, 5-inch in diameter at the small end ; four wires were fastened on said posts and a $\frac{1}{2}$ -inch steel cable placed on top.

The posts were set 10 feet apart, in line of the canal boundary stones, and at a length of $3\frac{1}{2}$ feet; the under surface ground, mostly of tuff, was excavated by means of crowbars which explains why the fence was so expensive, but it is a first-class structure.

Thirty-one thousand three hundred and fifty feet of fencing have been made, leaving a balance of 12,210 feet to be built.

The amount of appropriation asked and considered necessary to prepare the work was \$3,670 but only \$2,500 were granted. The materials on hand will be taken into account when the estimates for next fiscal year will be prepared.

Appropriation	\$2,500 00
Expenditure	2,499 95
Balance	\$ 0 05

Dry Rubble Wall.—The canal embankment, on the public road or west side, between bridge No. 3 and St. Johns, on a distance of seven miles, is generally high ; not being protected by a retaining wall, it is constantly undermined by water, and land slides into the canal are of frequent occurrence, sometimes to such an extent as to stop or seriously impede navigation.

So long as the dredge was stationed in the canal, these slides were of not much consequence, but now that the dredge is away it is more dangerous and far more expensive to remove the slides and replace the material in its former place.

It is absolutely necessary to build a wall of a sectional area of 9 feet to maintain the embankment and road in their place.

A sum of \$4,000 was voted to build dry rubble walls at the most exposed points. A trench is cut at the foot of the embankment, as far as the natural surface of the ground and a course of large stones measuring as much as a cubic yard is placed into this trench; the interstices being filled in with small stones to prevent the earth from being undermined. Seven thousand seven hundred and twenty feet of bank have thus been protected, in the most exposed parts, at miles Nos. 4, 7 and 9, and 1,300 feet at mile $10\frac{1}{2}$, making in all 8,520 lineal feet.

Appropriation.....	\$4,000 00
Expenditure.....	3,999 54
Balance	\$ 0 46

Electric Motor.—An electric motor of 25 h.p. capacity run by two Edison incandescent dynamos, located at the electric station, $1\frac{1}{2}$ miles above, has been placed in the workshops and is in operation since the month of June. It works splendidly and is always ready to operate the machines at any time.

There is considerable economy in fuel and labour.

Appropriation	\$2,090 00
Expenditure	2,082 65
Balance.. ..	\$ 7 35

The electrical system is now complete on the Chambly Canal. The inside and outside lighting both at Chambly and St. Johns, give great satisfaction. The workshops are lit by electricity and the machines are run by the same power. The annual expenditure amounts only to \$1,765 for Chambly and \$300 for lighting the guard lock, and the harbour and canal offices at St. Johns, or in all \$2,065.

Lock No. 9.—Lock No. 9 at the foot of the canal in the Chambly Canal, has not been pumped dry since fifty years, date of its construction, and during lockages, the water escapes from it in a dangerous manner.

A sum of \$1,000 was appropriated for the purpose of pumping the lock dry, to put in a new sill and to examine the bottom, so as to ascertain the extent of work to be done to make the lock staunch.

It was impossible to commence the work before the 1st of May, the ice being 3 feet thick in the lock chamber, there was only one week to spare; the time being so short, the least obstacle would have caused a failure. First, the boiler of the steam pump, on being tested, was found unfit for service; the electric motor was then brought into requisition to pump the lock dry, but we could not yet succeed for reasons given in my report to Mr. Parent, dated 7th of May, No. 530, which I annex to this report so as give you a precise idea of the question.

With a view of economizing as much as possible, in a matter involving so much risk, the stop-logs of all the locks, from St. Johns down, were brought to lock No. 9, to save the purchase of timber. Since these stop-logs were returned to their respective places and timber purchased to make a set of stop-logs for said lock No. 9.

The labour in connection with this work, including the expenditure of the diver from St. Ours, amounted only to \$382.43; the balance of the expenditure is for the purchase of materials which will be utilized when the work is resumed at a more convenient time.

Appropriation.....	\$1,000 00
Expenditure	991 98
Balance.....	\$ 8 02

I have the honour to be, sir,
Your obedient servant,

P. B. BENOIT,
Superintendent, Chambly Canal.

E. MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

CHAMBLY CANAL,

SUPERINTENDENT'S OFFICE,
CHAMBLY BASIN, 7th May, 1893.

SIR,—I regret to inform you that the works commenced to pump out lock No. 9, to renew the sill and to ascertain the general state of the lock bottom (which has not been done since fifty years) as authorized by the supplementary credit of \$1,000 voted during last session, have not been executed for the following reasons:—

Impossibility to commence the cofferdams before the 1st of May, the ice being yet 3 feet thick in the lock chamber, on the 28th of April last, date of its departure.

Construction of the cofferdams rendered difficult by downpouring rains which raised the level of the water in the river, over 2 feet in one single day, which compelled us to raise the dump 20 feet above the bottom of the lock.

Insufficiency of a pump 5-inch diameter only. Insufficiency of the appropriation which did not allow us to secure beforehand in Montreal, as a precautionary measure, a steam pump and engine of a suitable capacity.

After running five hours, the motor which as on its trial, but working very well, gave out; even if it had not failed, the pump which was raising 6 inches of water per hour at the start, could not have emptied the lock, once a depth of 10 feet would have been reached, owing to the difference in the water level, the outside pressure would have caused the water to penetrate into the lock through fissures which are unavoidable under these circumstances.

Impossibility (supposing that the grant was sufficient) owing to the advanced season, to transport from Montreal over winter roads, which were in bad order, a pump and a 20 h.p. engine, to complete the pumping of the lock. This would have taken a week more, supposing that the said plant could have been had ready to work. The opening of the canal would have been delayed at least until the 15th of May, which would have been certainly too late.

For the above reasons, which I had the honour to state to you by telephone, you gave me the order to stop the works and to prepare everything for opening the canal on the 8th instant, as promised to the public.

Before leaving, the diver has repaired the sill as much as possible; he thinks it will stand the whole season. If there is danger, the work can be resumed in June, at low water. The materials purchased for this purpose will then be utilized and the work executed, partly with the balance of the appropriation yet on hand, and partly out of the repairs vote.

Unfortunately navigation will be stopped for a few days, but the question of urgency will prevail. If the lower portion of lock No. 9 does not require imperative repairs, during the summer, it is preferable to wait until the end of November, at close of navigation, to perform the works required. At that date the exigencies of navigation are done away with, and should unforeseen complications arise, there will be time to obviate them.

Your obedient servant,

P. B. BENOIT,
Supt. C. C.

E. H. PARENT, Esq.,
Superintending Engineer,
Montreal.

ST. OURS LOCK.

SUPERINTENDENT'S OFFICE,
St. Ours, 7th August, 1893.

SIR,—I have the honour to submit my report for the fiscal year 1892-93. The following works were executed, viz. :—

The lock was closed on the 30th November, 1892, and reopened to navigation on the 18th April, 1893.

LOCK.

The ground on both sides of the lock has been kept in good order, and the winches and chains repaired. The lamp frames and posts were painted and the broken panes of glass replaced. The gates were repaired, painted, and the iron work in connection therewith kept in order. Some mooring-posts were renewed.

DAM.

Some pieces of timber were placed at the western end of the dam, and some large stones deposited there to prevent slides. This structure was inspected to ascertain whether everything was in good order, especially as regards the planks placed on the top, to keep the water level at the proper height.

ISLAND.

The Government ground on the island has been cleaned and kept in order; some stone has been scowed and deposited both at upper and lower ends to prevent damages from high waters, as well as on the ground between the lock and the mill.

SCOWS.

The scows have been repaired, caulked and painted.

BUILDINGS.

The outbuildings have been suitably repaired and whitewashed, as well as the fences.

WHARFS AND PIERS.

Sundry repairs were made to the wharfs, and a new platform, 3 feet in height, built, the same was loaded with stone to prevent the ice from raising it.

The piers were repaired and some ladders and mooring-posts renewed.

The ice was cut along the wharfs and around the piers to prevent their being lifted by high water.

BOOMS.

The top of the booms being too close to the level of the water, was raised by 4 inches for the safety of persons using them. They were removed in the fall, placed in winter quarters and replaced at opening of navigation.

DIFFERENT WORKS.

The keys of the cofferdams used to unwater the lock have been taken apart and the lumber piled. The wheelbarrows have been repaired; the saw and cross-cut saws filed, and the firewood, used in the lock shanty and workshop, cut in two. All the Government timber and lumber has been properly secured and piled.

The tools, cables, materials, &c., have been put in order and secured in the workshop and sheds.

Amount of appropriation.....	\$2,000 00
Expenditure.....	1,994 34
Balance.....	\$ 5 66

I have the honour to be, sir,

Your obedient servant,

ALFRED CODERRE,
Superintendent.

E. MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

MONTREAL, 29th August, 1893.

SIR,—I have the honour to submit my report on the "improved drainage system along northern boundary of Lachine Canal," which has been under my control during the fiscal year 1892-93.

The work had been begun in August, 1891, and was under progress at the beginning of the fiscal year.

It was simultaneously carried on at two points, viz., on the collecting drain along the canal from Côte St. Paul upwards, and on the covered brick drain from Rockfield towards Lachine.

When work was stopped owing to bad weather, on 8th November, 1892, there had been completed 4,500 feet in length of the collecting drain, and 515 lineal yards of the covered drain.

In the spring of 1893, work was resumed at the collecting drain on the 12th of April, and at the covered drain about the 20th of same month.

Up to the 30th of June, 9,750 feet of the collecting drain and 779 lineal yards of the covered brick drain had been completed since the beginning of the fiscal year.

At the end of fiscal year 1892-93, the total lengths of each work completed since the beginning in 1891 were the following:—

	Completed.	Total length.	To be completed.
Collecting drain.....	14,750 ft.	16,700 ft.	1,950 ft.
Connecting trench.....	950 ft.	1,150 ft.	200 ft.
Covered drain	1,229 yds.	2,140 yds.	911 lin. yds.

Rock has been met on about one-half the distance of collecting drain built during the year, and on the covered drain rock was found on the whole distance.

I have the honour to be, sir,

Your obedient servant,

L. G. PAPINEAU,
Resident Engineer.

MONTREAL, 2nd October, 1893.

ERNEST MARCEAU, Esq.,
Acting Superintendent Engineer of Canals,
Montreal, Que.

SIR,—I have the honour to transmit my report on the hydrographic survey of Lake St. Louis which has been continued by me during the fiscal year ending 30th June, 1893.

During the summer of 1892, from the 15th of June to the 19th of November following, the survey of the lake has been extended from St. Nicholas Island to the foot of the Beauharnois islands, a length of somewhat over four miles.

On that distance, soundings have been taken, at short intervals, on parallel lines running more than half-way across the lake and being 200 feet apart, for the first three miles, and 400 feet for the remainder of the distance.

The Châteauguay River, from its outlet to the first rapids, has also been surveyed, during the summer, but no soundings have been taken in this river.

The statistics of the field work performed, during the year, is as follows:—

Number of triangles performed.....	21
do angles measured including angles for soundings.....	3,327
Shore line surveyed (including islands) miles.....	17½
Roads surveyed.....	4½
Number of miles run in sounding.....	197
do soundings.....	29,700
Area covered by soundings, square miles.....	8½

The season has not been a favourable one for outside work. Frequent rains and high winds have been the cause of much delay.

During the winter, a base line, two and three-quarter miles long has been carefully measured on the frozen surface of the lake, and connected with the triangulation made during the previous summer.

Corrected tables of latitudes and departures were also calculated and a chart of the lake commenced, but the latter was not terminated, on account of my being called upon to make an estimate of cost of a contemplated enlargement of the Lachine Canal, and to prepare several statements for the Wellington street bridges investigation.

I have the honour to be, sir,

Your obedient servant,

L. S. PARISEAU,
Resident Engineer.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

MONTREAL, 21st September, 1893.

SIR,—I beg to submit my annual report on the operations of dredging fleet under my charge, for 1892-93:—

The dredge was working at Lachine above the old lock, cleaning bottom of channel to 10 feet of water; about 1,000 cubic yards of black rock were taken out and dumped in deep water on Lake St. Louis, 2 dump scows were borrowed from the Harbour Commissioners of Montreal for this work, and a tug chartered from Mr. Clement for serving the dredge.

On 15th August the dump scows were returned to the Harbour Commissioners of Montreal, and the steam derrick and flat scows were taken back to Lachine and placed at new Government dam. The dredge was working with flat scows and some 6,917 cubic yards of hard-pan were dredged and deposited by the steam derrick along the new Government dam.

On 1st November the tug towed the dredge to Dorval, where 250 cubic yards of clay were dredged for the new Wellington bridge.

On 5th November the tug towed dredge to Montreal, and on the 8th dredging was started at the Wellington bridge, where 3,640 cubic yards of hard-pan were excavated and deposited on the south side of canal by the steam derrick.

On 1st July, dredge No. 1 and fleet were towed from Chambly to Montreal and placed in flour-shed basin, cleaning bottom of basin to 12 feet of water. A tug was chartered from Mr. Garipey for serving the dredge; about 4,490 cubic yards of hard-pan and clay were dredged and deposited by horse-power derrick on south side of canal, above St. Gabriel lock, and this material was used for repairing tow-path.

On 4th October the above-named dredge was borrowed by the Dominion Pipe Foundry of Lachine and towed to Dorval for dredging clay for their foundry, and on the 8th was returned to Montreal and placed in flour-shed basin.

On 26th November, dredges Nos. 1 and 2, steam derrick, steam yacht and two arks were taken in Tate's dry dock and dismantled for alterations and improvements during winter, and the rest of the fleet wintered in Lachine Canal close to Tate's dock, and the two tugs returned to owners.

Dredge No. 1 had some radical changes made. Her swinging gear being of an old type, and almost worn out, a better improved steel gearing was put on, also a right and left steel clutch attached to it, and a better leverage to work same. The feed pipe and old regulator were worthless, a new Judson regulator was put on, and a larger steam pipe with stop valve attached, also a new set of joint levers and a shaft, as well as a new driving spur wheel with pinion being provided.

The anchor spud being of an old style and very inconvenient, a patent dragging anchor was put in its place. The stern deck was lengthened some 8 feet in a V shape and fastened to the hull with iron straps, and a frame was made on top of it to receive the anchor, and was well strapped and bolted, and a new spud was made for same, complete with gear. The anchor bow slides being old and worn out, new ones were put in place. Some repairs were made to the deck; she was recaulked, deck and hull all over, and repainted. A complete set of drawings for above changes were made, showing the different views.

The swinging table of dredge No. 2, being too weak for her work, a stronger one was rebuilt with improved changes on it. The anchor spuds being too small for working in deep water, this dredge having been built for 9 to 12 feet of water, her slides were made heavier to receive spuds 18" x 24" instead of 18" square, a patent arrangement being also put on the slides of spuds with sheaves and bearings on top of spuds as well as a chain running over sheaves on top of spuds to avoid boring holes in spuds for pinning, and heavier bolts were put in slides with new blocks for them. A complete set of drawings being made for above improvements, showing the different views.

The hull received the usual spring repairs, being recaulked and painted all over.

Steam derrick No. 2. Several improvements were made to this vessel, the boom was taken down and strengthened in some parts and a new A frame made for it with steel bearing for top of it. The anchor slides were also taken off and stronger ones put in place to receive new spuds 14" square instead of 12", and also two new spuds for same; the same pinning arrangement was put on as on dredge No. 2, with machinery for raising spuds by steam power instead of by hand.

New drawings were also made for these changes, showing the different views.

The deck and hull were recaulked and painted all over.

The steam yacht "Josephine" and the two arks were recaulked and painted.

The scows which wintered in the canal, had the usual spring repairs.

The dredging fleet came out of the dock on 1st of May and laid at Tate's putting on spuds, dipper handle and bucket, and on the 4th were ordered to Valleyfield

to work for the Montreal Cotton Company, and worked there till the last of July, 1893.

I have the honour to be, sir,
Your obedient servant,
GEO. YALE,
Superintendent of Dredges.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of old Lock No. 1 at Lower Entrance, and old Lock No. 5 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	Old Lock No. 1, Lower Sill.		Old Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.
1892.—July.....	21 4	17 11	13 0	11 1
August.....	19 6	17 5	12 2	10 9
September.....	18 2	16 5	11 2	10 4
October.....	17 1	16 1	10 7	9 11
November.....	18 3	16 2	11 4	10 0
December.....	33 3	16 6	11 8	10 0
1893.—January.....	33 1	26 9	11 9	9 1
February.....	27 3	25 0	10 1	8 8
March.....	28 0	24 11	10 9	8 4
April.....	33 2	22 1	12 7	10 3
May.....	25 4	20 5	16 4	12 6
June.....	24 0	20 9	15 9	13 1

LACHINE CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of new Lock No. 1 at Lower Entrance, and new Lock No. 5 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	New Lock No. 1, Lower Sill.		New Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.
1892.—July.....	23 6	20 1	17 2	15 3
August.....	21 8	19 7	16 4	14 11
September.....	20 4	18 10	15 4	14 6
October.....	19 3	18 3	14 9	14 1
November.....	20 5	18 4	15 6	14 2
December.....	35 5	18 7	15 11	14 2
1893.—January.....	35 10	28 11	15 11	14 3
February.....	29 5	27 2	14 3	12 10
March.....	30 2	27 1	14 11	12 6
April.....	35 4	24 3	16 9	14 5
May.....	27 6	22 7	20 6	16 8
June.....	26 2	22 11	19 3	17 3

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of Lock No. 6 at Lower Entrance, and Lock No. 14 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 6, Lower Sill.		Lock No. 14, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July	13 0	11 1	12 11	12 0
August	11 10	11 2	12 10	12 2
September	11 5	10 1	12 5	11 2
October	10 0	9 7	12 0	11 7
November	11 0	9 6	12 5	11 3
December	11 11	11 0	12 5	11 0
1893.				
January	15 10	12 0	12 0	10 6
February	17 4	15 0	10 9	10 4
March	15 6	15 0	12 1	10 6
April	15 9	15 4	12 7	12 0
May	17 0	15 3	13 10	12 0
June	15 3	12 10	13 0	12 7

CHAMBLY CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of Lock No. 9 at Lower Entrance, and Lock No. 1 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 9, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July	16 6	13 9	11 7	10 2
August	14 10	12 7	10 6	9 8
September	13 10	11 6	10 2	8 8
October	11 5	9 11	9 1	8 1
November	12 4	9 10	9 10	8 1
December	12 4	9 3	8 11	8 4
1893.				
January	11 5	9 10	8 5	7 10
February	11 0	10 2	8 2	7 10
March	15 3	10 11	9 10	8 0
April	15 2	14 0	10 8	9 0
May	16 0	13 10	11 3	10 3
June	14 11	11 2	10 5	8 11

ST. OURS LOCK.

STATEMENT showing the depth of the River Water on Mitre Sills of St. Ours Lock, during the Fiscal Year ended 30th June, 1893. (From Superintendent's Report.)

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July	14 6	10 9	12 11	11 2
August	12 9	9 10	11 9	10 8
September	10 10	8 9	11 6	9 1
October	9 0	7 5	9 10	9 1
November	10 2	7 8	10 8	9 0
December	11 0	9 1	10 0	8 5
1893.				
January	11 7	9 10	9 2	8 6½
February	10 7	9 5	9 0	8 3
March	14 1	9 9	11 0	8 9
April	18 4	14 0	14 4	10 10
May	17 2	13 9	13 8	11 10
June	15 6	11 6	12 4	9 11

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1893.

Date.	Names of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
1892.			\$ cts.	\$ cts.	\$ cts.
Sept. 7..	Steamer "Prince of Wales" ..	Ottawa River Navigation Co..	5 00	5 00	10 00
do 24..	Barge "N. Paul" ..	N. Paul	2 00	2 00	4 00
do 26..	do "St. Pierre" ..	P. Mongeau.	5 00	...	5 00
		Totals.....	12 00	7 00	19 00

JOHN O'NEILL,
Collector.

ST. OURS LOCK.

STATEMENT of Fines collected during the Fiscal Year ended 30th June, 1893.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1892.			\$ cts.	\$ cts.	\$ cts.
July 30..	Steamer "Anglesea"	Capt. Ls. Nadeau	5 00	.....	5 00
		Totals.....	5 00	.....	5 00

PHILIPPE MATHIEU,
Collector.

APPENDIX No. 10.

TRENT VALLEY CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBORO', 2nd October, 1893.

SIR,—I have the honour to submit the annual report on the works under my charge in connection with the Department of Railways and Canals for the fiscal year ending 30th June, 1893.

Navigation closed 26th November, and opened again 10th April, 1893. The total number of lockages was 2,884. The number of lockages does not, however, fairly represent the traffic on these waters, as many of the regular routes which run from 15 to 25 miles in length do not pass through any lock and consequently no record is kept of them. The passenger and freight traffic keeps increasing every year.

As has been mentioned in former reports, the question of the storage of water in the upper reservoirs is becoming every year more important to those engaged in navigation and those using the water power along the route. At present the control is divided up between those representing the Ontario Government, the lumbermen and the Dominion Government. It is impossible under these circumstances to have the water supply properly managed.

The water during the whole of the fiscal year was much above the average. The heavy rains during the latter part of last season raised the water to almost spring height and it remained so during the greater part of the winter.

The water during the spring was much above the average and it remained at its height till a much later date than has ever been known before, and in consequence of which much damage was done to the low-lying farm lands adjoining the shores.

The works along this route are constructed for two purposes, namely, those erected to facilitate the descent of timber, and those erected for the benefit of navigation. The former are under the control of the Department of Public Works, the latter are under the control of the Department of Railways and Canals.

The following is a brief description of the work executed at the different stations along the route in connection with the Department of Railways and Canals.

FENELON FALLS.

New gallows frames and stop-logs winches were placed on the two new sluiceways at the north end of the dam, also on the sluiceway on the south side which forms the entrance to the Smith Estate raceway, new stop-logs were also provided for these sluices.

BOBCAYGEON.

An opening was made in the old dam, 100 feet wide, in order to provide another entrance to the dry dock. The mitre sills of the lock were repaired. A new quoin stone for one of the lower gates was put on. The walls of the lock chamber were partly repointed.

BUCKHORN.

About 500 yards of gravel were placed on the dam. The road, commencing at a point about 200 yards above the north end of the swing bridge, and which was flooded by the building of the Loresick dams, was raised about $2\frac{1}{2}$ feet for a distance of 300 feet. Some minor repairs were also done to the lock gates.

YOUNG'S POINT.

A cribwork 300 feet long, 9 feet high and 12 feet wide, was built below the dam in order to prevent the wash from the sluiceways wearing away the bank. This it had done for a distance of 40 feet.

LAKEFIELD.

A cribwork 85 feet long, 9 feet high and 10 feet wide, was built along the shore between the two dams to prevent the further washing away of the street.

PETERBORO'.

A new floor was placed in one of the sluices, and the bulkhead was replanked. Some minor repairs were also done to the lock.

HASTINGS.

The back of the south wall was rebuilt with dry rubble. The platforms at the lower gates were also rebuilt. The gates also received some repairs. The lock gates and lock office were also painted.

HEELY'S FALLS.

The dam, which was built over 50 years ago, was in a very shaky condition. It was almost wholly rebuilt. It is a frame dam 550 feet long, about 9 feet high with a 40-foot base. The early cold weather prevented the gravelling being completed, but otherwise the dam is now as good as new.

CHISHOLM'S.

Some repairs were made to the sluices of the dam.

A number of buoys were also placed to mark the navigation channel.

DREDGE.

The dredge for which an appropriation was made, though not completed at the end of the fiscal year, is now finished. The contractors were Messrs. M. Beatty & Sons, Welland, and they have made a most satisfactory working dredge.

The benefit of having a dredge on these waters will be greatly appreciated by those interested in navigation. The swing in the Grand Trunk Railway bridge, at Fenelon Falls, was not completed by the 30th of June, and will not likely be so till late in the fall. When this is completed, it will open up a new route to Balsam Lake, the completion of which has been much desired for several years.

I have the honour to be, sir,

Your obedient servant,

RICHARD B. ROGERS,
Superintending Engineer.

C. SCHREIBER, Esq., C.M.G.,
Chief Engineer, Dept. Railways and Canals,
Ottawa.

STATEMENT showing the highest and lowest Water Level at each Lock on the Trent Valley Canal for the Year 1892-93.

1892.												
Station.	July.		August.		September.		October.		November.		December.	
	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings	7 11	6 11	7 2	6 9	7 10	7 1	8 1	7 4	8 2	7 8	8 1	7 7
Peterborough.....	7 11	6 6	8 0	6 0	7 9	5 3	8 0	6 2	7 11	6 4	8 1	6 2
Lakefield.	0 6½	0 0	0 10	0 3	1 2	0 3	1 0	0 2	0 9½	0 1	0 9	0 3
Young's Point.....	6 9½	5 11½	6 9½	5 8	8 0½	6 11½	8 0½	6 8½	8 2½	7 2½	8 1½	5 10
Burleigh Falls.....	5 10	5 3	5 9	5 2	6 0	5 10	6 4	5 6	5 7	5 0	5 6	4 10
Lovesick.	6 10	5 8	5 11	5 6	6 1	5 10	6 10	5 6	6 8	6 3	6 6	5 5
Buckhorn	6 11	6 6	6 9½	6 4½	6 10	6 6½	6 11½	6 3	6 2	5 9	6 1½	5 6
Bobcaygeon	6 10	6 6	7 2½	6 7	7 4	6 9	7 5	6 7½	7 2	6 8	6 8	5 11
Fenelon Falls.....	5 3	4 5	5 10	4 7	6 6	5 1	6 4	5 5	6 5	5 5	5 3½	5 0

1893.												
Station.	January.		February.		March.		April.		May.		June.	
	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings.	7 7	6 10	6 9	6 7	7 9	6 8	9 10	7 10	10 4	9 8	9 9	8 3
Peterborough.....	6 3	5 2	5 6	5 1	7 3	5 0	9 5	7 0	9 10	9 5	9 4	8 0
Lakefield.	0 2½	0 9	0 1	0 2½	0 4	0 5	2 10	0 5	3 3½	2 9½	2 10	0 10
Young's Point.....	6 1	4 8½	5 3	4 9½	5 5½	4 8½	9 11	5 6	10 5½	9 9½	9 10½	7 5
Burleigh Falls	4 10	3 8	4 4	3 11½	4 6	3 11	6 4	6 0	6 4	5 11	6 5	5 11
Lovesick.	6 1	4 10	5 4	5 3	5 10	5 8	9 0	7 10	9 4	8 10	8 11	7 4
Buckhorn	5 5½	5 0½	5 0½	4 11½	5 7½	5 0	8 5	5 8	8 10	8 3	8 4	6 4½
Bobcaygeon	5 10	5 5	6 3	5 11	6 8	5 8	7 3	6 10	7 6	6 9	7 2	6 9
Fenelon Falls.....	5 2	4 9	5 4	5 2	5 6	5 2	7 6	5 6	7 11	6 8	6 10	6 4

RICHARD B. ROGERS,
Superintending Engineer.

APPENDIX No. II.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 11th October, 1893.

SIR,—I have the honour to submit the annual report of the works under my charge, for the fiscal year ending 30th June, 1893 :—

Navigation closed at Ottawa, 30th November, 1892.
do do Kingston Mills, 30th November, 1892.
do opened at Ottawa, 29th April, 1893.
do do Kingston Mills, 1st May, 1893.

On all the reaches ascending to, and descending from, the summit level (Lower Rideau Lake), the water was maintained so as to give the required depth on the lock sills, throughout the entire season of navigation.

The freshets this spring were high ; but were passed through the bulkheads and by-washes without doing any material damage.

Navigation was uninterrupted during the whole season.

The principal repairs along the line of the canal were as follows :—

Kingston Mills.

One pair of lock gates renewed ; 100 yards of gravel on embankment. Lockmaster's house repaired, and other small repairs to station.

Jones's Falls.

One pair of lock gates renewed ; lower gates of upper lock and the two middle gates strengthened. Plank delivered to make repairs to Long Bridge.

Chaffey's.

One pair of lock gates renewed, and small repairs to station.

Narrows.

One pair of lock gates renewed ; one new swing beam, and four new chain blocks.

Oliver's Ferry Bridge.

During the winter the piers were rebuilt from low water mark, the old Queen Post truss being replaced by a new steel superstructure of the Warren Girder type ; erected under contract by the Dominion Bridge Co., and consisted of :—

Two spans of 81' 0" each.
One span of 82' 0" do
do 76' 6" do
do 35' 6" do
do 32' 6" do

This bridge was opened for traffic on the breaking up of the ice this spring, and has given great satisfaction.

Poonamalie.

Lockmaster's house (struck by lightning) shingled and plastered inside. Lock labourer's house resingled. One hundred yards of gravel on dam.

Smith's Falls combined.

New house built for lock labourer. Lockmaster's house repaired. Swing bridge replanked, and general repairs to station.

Old Sly's.

New concrete bottom to upper lock; four new swing beams, and sundry repairs to station.

Edmonds.

One pair of lock gates renewed; gravel on dam, and a new set of stop-logs.

Merrickville.

Sundry repairs to station. The new approach to swing bridge over the second lock was completed. A new steel swing bridge across the locks, and a new steel fixed bridge across the by-wash were erected under contract by the Canadian Bridge and Iron Co., during the winter, and opened to traffic this spring. The change in the location of the new swing bridge from the first to the second lock, has effectually prevented the delay to vehicle traffic so much complained of formerly.

Clowes.

General repairs to station.

Nicholson's.

Swing bridge renewed, and approaches to same widened and repaired. Four new swing beams and general repairs to station.

Burritt's Rapids.

One pair of lock gates renewed, and general repairs to station.

Beckett's Bridge.

Repairs to bridge.

Wellington Bridge.

Swing bridge renewed, and long bridge repaired and replanked.

Long Island.

Swing bridge renewed, new foundation and approaches to same. Lower gates strengthened. Sundry repairs to station.

Manotick.

New boom placed at the head of Long Island.

Black Rapids.

Long pier between locks and bulkhead rebuilt; general repairs to station.

Hogsback.

One pair of lock gates renewed. Connection built between the old and new bulkheads, enabling teams to cross from the Nepean to the Gloucester side, over the new and old bulkheads.

Wooden aprons on concrete bottom were put in between the bents of the new bulkhead.

The main dam was raised and graded with broken stone. The tow-path road from the locks towards Hartwell's for a distance of about 2,500 feet was widened, and ballasted, now making a good travelled road along the south side of the old Bank street, Ottawa, to Hogsback locks, at which place teams can cross the bulkheads, and join the macadamized road on the Nepean side, or the ridge over the locks, and join the macadamized road on the Gloucester side.

A large amount of travel has passed over this road since its completion. An ice breaker was built last winter in the bay above the bulkheads, to protect the latter from damage by the large fields of ice which at times threaten their destruction in the spring. Another ice breaker requires to be built to ensure the breaking up of ice before it reaches the bulkheads. Mr. F. Toms completed his contract to excavate a channel through the by-wash and build a new bulkhead on the site of the old flat dam; and also cleaned out the lower portion of the cut, of rock and other debris which was washed in by the freshets last spring. The benefit of this work in increasing the water discharge area was plainly shown last spring, by the water during the freshet not rising above ordinary high-water mark.

Bank Street Bridge.

Swing bridge replanked, and fencing on the approaches repaired.

Stewarton Swing Bridge.

The swing bridge and its approaches replanked.

Ottawa.

General repairs to station and wharfs. Five electric arc lights were placed round the basin and locks, which with two others put up this year have not only materially increased the safety of the working of the canal, but also lighted up a central portion of the city which was before in utter darkness. The dry dock was completed this spring, and has been in constant demand since the opening of navigation; some 56 dockages having been registered up to date.

Dredge Vessel "Rideau"

Was employed last year in dredging the shoals between Black Rapids and Long Island, and in cutting a channel through a neck of land called the "Catch All" which held the water back in spring. This year she has been employed in cutting a channel through a shoal at the exhibition grounds, Ottawa; repairing dam at Long Island; cleaning out refuse in the lower lock at Ottawa, and at the entrance to Mutchmor's Cut, &c., &c.

Tug "Shanly."

When not employed with the dredge, was engaged in distributing timber along the canal; or on inspection through the canal.

The dredging plant is all in good working order.

Your obedient servant,

FRED. A. WISE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Canals.

RIDEAU CANAL.

TABLE showing monthly, the Highest and Lowest Water on the Lower Sills at Ottawa and Kingston Mills respectively, from July, 1892, to June, 1893, both months inclusive.

OTTAWA.				KINGSTON MILLS.			
Highest.		Lowest.		Highest.		Lowest.	
	ft. in.		ft. in.		ft. in.		ft. in.
July 1.....	14 10	July 31.	9 9	July 20.....	8 10	July 1 to 5....	8 6
August 20....	10 0	August 31....	9 0	Aug. 9 to 12..	8 10	Aug. 29 to 31..	8 4
Sept. 1.....	8 10	Sept. 19.....	7 1	Sept. 10 to 15.	8 5	Sept. 20 to 3..	8 3
Oct. 3.....	8 7	Oct. 27 to 31..	8 0	Oct. 1.....	8 3	Oct. 17 to 25..	7 8
Nov. 22 to 26..	11 10	Nov. 1 to 6....	8 0	Nov. 24 to 30..	7 9	Nov. 10.....	7 6
Dec. 1.....	11 8	Dec. 29 to 31..	9 3	Dec. 1 to 8....	7 9	Dec. 9 to 31..	7 8
Jan. 1 to 7....	9 2	Jan. 26 to 28..	7 10	Jan. 1 to 12....	7 8	Jan. 17 to 31..	7 6
Feb. 1 to 12....	8 0	Feb. 28.....	7 2	Feb. 1 to 4....	7 6	Feb. 18 to 28..	7 4
March 31.....	9 6	Mar. 10 and 11	6 9	Mar. 19 and 20	7 6	March 1 to 12..	7 4
April 24.....	15 0	April 1.	9 8	April 30.....	8 7	April 1.....	7 4
May 23 and 24	26 0	May 1.....	14 3	May 31.....	10 4	May 1.....	8 10
June 1.....	22 10	June 30.....	16 4	June 1.....	10 3	June 25 to 30..	9 6

F. A. WISE,
Superintending Engineer.

APPENDIX No. 12.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1893.

SIR,— I have the honour to submit my annual report upon the maintenance, works of construction, surveys, &c., as connected with the enlargement of the St. Lawrence Canals for the year ending 30th June, 1893.

This district includes the Cornwall, Williamsburg and Murray Canals, and the improved channels in the intermediate reaches, and extends from the Province Line, Lake St. Francis, to the harbour of Presqu'Isle on Lake Ontario.

CORNWALL CANAL.

MAINTENANCE.

Navigation closed for the season of 1892 on the 4th December.

The canal which was unwatered on the 16th March, 1893, to facilitate the building operations of the contractors and for the usual repairs, was opened for traffic on the 1st May following.

Navigation has been maintained in a satisfactory manner, notwithstanding the inconveniences incident to the prosecution of the work of enlargement.

Two accidents occurred during the year, which rendered the lowering of the levels necessary. On the 3rd of August, 1892, the Montreal Transportation Company's barge "Toronto," in tow of the "Ranger," a small hired tug, collided with the lower gates of lock No. 19, whilst closed and in use, carried them away, and also displaced the hollow-quoin masonry in five courses of the south wall. Navigation was interrupted for twenty-eight hours.

The damaged gates were replaced by others in good condition.

The amount of damage assessed against the owners of the barge "Toronto" was \$1,103.21. This account was forwarded by the superintendent to the office of the Montreal Transportation Company on the 15th August, but has not yet been paid.

On the afternoon of the 2nd of June, 1893, the steamer "Hall," while on her downward trip carried away the lower gates of lock No. 19, and badly twisted one of the upper, thereby stopping navigation about twenty-six hours, and causing damage to the amount of \$1,060.70; statement of which, with a demand for payment was duly rendered to her owners by the superintendent, as soon as the cost of repairs had been ascertained, but it has not yet been paid.

The supply of water for manufacturing purposes has not been interfered with.

The usual winter's work of the shops was performed, and whilst the canal remained unwatered, advantage was taken to repair and partly renew the mitre-sills of old locks and make other necessary repairs to the structures, tow-paths, &c.

The gate-lifter has been strengthened and otherwise repaired during the year and proved most useful at lock No. 19, placing the new gates in position within twelve hours from the time of their displacement by the "Hall."

In future it is proposed to ask for tenders for all materials and supplies required for "staff" or "repairs."

The locks of both old and new entrances were dismantled and prepared for the winter on the 6th December, 1892, and the gate-lifter, the canal scows, and the surveying steamer "Anderson," laid up in the Cornwall Basin.

The culvert at Wood's Creek continues to work satisfactorily, the back water from the river being entirely excluded from the Fly Creek thereby.

The question of the reconstruction of the Government sewer on Water street, in the town of Cornwall, and of the culvert or drain under the canal, connected therewith, and referred to in my last report, are still under consideration.

The superannuations of the past year are as under, viz.:—

Owen O'Keefe, lock-labourer, 1st October, 1892.

Timothy Sheal has replaced Cass as lockmaster (temporarily).

The passenger steamer "Island Queen" was fined \$10 for damage done to gate at lock No. 18, 2nd September, 1892.

No wood or winterage dues have been collected during the past year.

Your attention is directed to the necessity for a telephone service from the head to the foot of the canal, connecting all locks, &c., with the superintendent's office.

Also to the position of the collector's office—an old building and not worth repairing—which is situated on the north side of the old canal, and is therefore difficult of access. A new building is recommended to be built on a convenient site near the head of enlarged lock No. 17.

The question of the construction of lock-houses for the new locks, should also receive your early consideration.

Your attention is further directed to the necessity which exists for providing waste-weirs discharging into the river for the levels between locks Nos. 18 and 19 and 19 and 20.

Also as to the state of the pier or cribwork at the head of the canal, which should be renewed next year.

The highest water recorded at lock No. 15 (old entrance) during the year was 26 feet and the lowest 9 feet 5 inches, and at lock No. 21, the old guardlock, the highest was 10 feet 10 inches and the lowest 6 feet 5 inches.

CORNWALL CANAL ENLARGEMENT CONSTRUCTION.

The canal has a total lockage of 48 feet, and surmounts the Long Sault Rapids. It extends from the town of Cornwall westwards to the village of Dickinson's Landing, a distance of 11½ miles.

It was completed and first opened for traffic in the year 1843.

The works of enlargement now under construction consist in deepening, widening and straightening the original channel, and strengthening and protecting the embankments, and in the construction of new and enlarged locks, supply weirs, bridges, &c.

The enlargement at the lower or eastern entrance (sec. No. 1), was commenced in 1876, and completed in 1882. Section No. 10, the upper entrance, which is still in progress, was commenced in 1884, and will be finished in 1894.

In 1888 the remainder of the work required to complete the enlargement was placed under contract, and is still in progress.

STATEMENT of work under existing contracts, and in progress.

Locality.	Section.	Contractors.	Date of Contract.	Date of Completion.
Cornwall	2)	Wm. Davis & Son	Nov. 5, 1888	April 5, 1891.
Lock No. 19	3)			
Maple Grove	4)			
Mille Roches	5)	The Gilbert Blasting and Dredging Co.	Nov. 2, 1888	April 20, 1891
Moulinette	6)			
Land Bridge	7)			
Long Sault	8)	Jocks, Delorimier & Broder	April 7, 1884	June 1, 1886.
Dickinson's Landing	10			

NOTE.—Section No. 8 adjoins No. 10.

The water was drawn off the canal by the 16th March, 1893, and so continued until the 1st of May following. This enabled the contractors on sections 2, 3 and 4, to proceed with work which could not be carried on during navigation.

The stone delivered during the year was procured from the quarries at Cornwall, Maple Grove, and Mille Roches.

Masonry was continued through the season of 1892 until stopped by frost in November, and begun again on 3rd April, 1893, and has since been continued without interruption.

SUMMARY OF THE YEAR'S WORK.

Section No. 2.

The masonry for the swing bridge, the glance pier at the foot of lock No. 18, the wall connecting the heads of the old and the new lock, and the supply weir have been completed.

Good progress has been made with the excavation.

The old Grand Trunk swing bridge across the Lachine Canal, was after some slight alterations brought up here and placed in position at the foot of Augusta street, and now does duty as a road bridge across the canal in place of the old one which has been removed.

Section No. 3.

Considerable excavation in the canal prism has been done, and a good start made at the weir pit excavation.

The new high bank below lock No. 19 has been built up to almost full dimensions, and the water was let against it last spring. A short piece of cribwork was built at the foot of the old lock in continuation of that built in 1891.

The most important slides which occurred during the past year were those in the banks at the head and foot of lock No. 19; they were, however, discovered in time and means taken to prevent further damage.

Section No. 4.

The outside retaining wall above lock No. 20 has been completed, and the filling in rear of it will be finished this season. A cofferdam has been constructed in continuation of that made in 1891, in order to allow of the completing of the south-west extension wall of the new lock, which it is expected will be finished this fall. The new supply weir commenced this spring, will be completed before heavy frost sets in. Considerable trouble was caused last spring by the washing out of the foundation of the old supply weir, which has been in a precarious condition for some years.

Section No. 5.

One small dredge has been working, but makes little progress.

Sections Nos. 6 and 7.

All work has been suspended since July, 1891, pending a decision of the question of the "Sheik's Island dams," for which location surveys have been completed.

The material from the dredges was generally placed in spoil and, when seasoned, used in the work for enlarging the embankments.

At the western end of the canal, however, a large portion of the dredged material has been wasted in the river south of Wagner's Island.

Section No. 8.

Two dredges have made fair progress with the excavation.

Section No. 10.

One dredge has been engaged in finishing up this section, and very little more work remains to be done.

The supply weir at the guard lock was completed in September, 1892, and together with the new guard lock has since been brought into use.

Part of the rip-rap protection to the banks on the north side of the canal has been placed.

The work of the removal of the old guard lock and weir is being carried on. The work is being done by a dredge.

The deepening and widening of the channel is now nearing completion, the work remaining to be done is chiefly on sections 2, 4, 5 and 8.

The straightening of the channel way on Section No. 2, has only recently been commenced.

Work on the lock gates is well advanced. Five pairs have been built and one pair has been placed in position at each of the new locks, Nos. 18, 19 and 20.

Additional land on the north side of the canal, above lock No. 18, has been acquired for the purpose of straightening the channel.

Attention is directed to the necessity which exists for the widening and straightening of the upper entrance to this canal, also to the propriety of extending and improving the direction of the north pier at the lower entrance, and to the proposed raising of the level of the coping of the new guard lock, from 18 inches to 2 feet, to provide protection to the works during high stages of the river.

WILLIAMSBURG CANALS.

MAINTENANCE.

The several divisions of these canals, viz., Farran's Point, Rapide Plat, and the Point Iroquois Junction, and Galops, collectively styled the "Galops Canal," were closed for navigation on the 13th December, 1892, and reopened for the season of 1893, on the 27th of April last.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation and 11 new buoys substituted for those found to be unfit for use.

Navigation has been maintained in a fairly satisfactory manner during the year. In view of the extensive works of the enlargement, no unusual delays have occurred and the water has generally been maintained at its normal height, viz., 9 feet on the mitre-sill of lock No. 23.

The only serious accident was that which occurred to the steamer "Acadia" in June, 1893, when in crossing from the new cutting to the old canal she struck a stone embedded in the ridge formed by the dredges and sank.

An ice-jam occurred on 7th February at Baker's Point in deep water below Farran's Point and remained about 3 weeks—no extraordinary rise in the river took place and therefore no damage was done. An attempt to break the jam was made by the superintendent but abandoned.

An agreement made with Murray & Cleveland, contractors at the Galops, to construct and deliver one pair of gates for the lower recess of lock No. 23, Rapide Plat, has been performed. These gates were received at Morrisburg in December and placed in position in May last and have worked satisfactorily.

For the above service an appropriation of \$4,000 was made by Parliament.

The usual repairs were made to the various structures, to lock gates, bridges, &c., also to the buoy boat, the banks, booms, and entrance piers.

The following fines have been imposed on the under mentioned vessels, for want of care and disregard to canal regulations, viz.:—

Steamer "Corsican," 3rd July, 1892.....	\$10 00
do "Ocean," 10th Aug., 1892.....	20 00
do "Alexandria," 14th Oct., 1892.....	20 00
Barge "Black Diamond," 18th Nov., 1892.....	15 00

The chain vessel "Iroquois," which was removed in 1891 to her present berth below Frazer's Point, is now resting on the bottom with her hold full of water, the

engines and other machinery on the main deck are in good order, but the hull and upper works are rotten, and the boilers worn out. Under these circumstances, it is recommended that the structure should be sold as she now lies.

Owing to the progress of the works of enlargement at lock No. 23, the lock labourers' dwelling has been removed. The men have obtained other quarters near the work, for which, as they are in the village of Morrisburg an allowance of \$7 each per month is considered reasonable and has been allowed.

In addition to the ordinary work of the repair staff, the following necessary renewals and works have been accomplished during the present year or are in progress:—

At Farran's Point, Lock No. 22, the lock labourers' house has been plastered and repaired, and two kitchens built, and the foundation, which is partly on cribwork, renewed and protected.

A wooden addition to the lockmaster's house—12 feet by 16 feet—to serve as a kitchen, with sleeping rooms over, also a general overhauling and repair of the premises.

At Rapide Plat, Morrisburg, this canal has been unwatered twice, once on account of the steamer "Acadia," and again to enable the waterworks company to make repairs. During each period of unwatering, advantage was taken to remove large stones from the prism of canal and overcast the ridge formed by the dredges.

At lock No. 24, a boat was provided for use in connection with the gates and weir during low water stages.

The lowest water on the sill of lock No. 23, the governing point, as recorded for the year, was 5 feet 2 inches, in January.

GALOPS CANAL.

At Lock No. 25, Iroquois, the houses of the lockmaster and lock labourers were plastered, &c., fences built, embankments and approaches at lock raised and gravelled, and some necessary repairs and renewals made on the swing bridge and entrance pier, &c. Extensive renewals are also required to the booms, which are to be undertaken this season.

At Lock No. 26, Cardinal, the swing bridge has been rebuilt—the river wharf on the outside bank below the lock has been rebuilt for the convenience of passenger boats which occasionally stop.

The lowest water on the sill of lock No. 27 was 6 feet 9 inches, in January.

A shed in which to build or repair lock gates, together with store houses, should be provided for, to be erected on the service ground recently formed in Stata's Bay, Rapide Plat Canal.

The repair staff would then be under the immediate control of the superintendent; at present their headquarters are at Cardinal, the home of the foreman, Armstrong, a most inconvenient and expensive arrangement, particularly during construction, when their service may be in constant requisition at Morrisburg.

WILLIAMSBURG CANAL ENLARGEMENT—CONSTRUCTION.

FARRAN'S POINT.

This canal is about three-quarters of a mile in length, and has a lockage of 3½ feet. It overcomes a short rapid above the village of Farran's Point, situated about 5 miles west of Dickinson's Landing, the head of the Cornwall Canal.

There are no works under the head of construction to report.

A location survey has, however, been made for the enlargement of this work, including a general survey and examination of the channel leading from the proposed new upper entrance at Empey's Point (Point Avoyon), following the north shore westward through the passage between Little Cat Island and the village of Aultsville, on the mainland; and from the present lower entrance, the survey was extended east to Baker's Point below the Big Eddy, and connecting with the deep straight channel leading to the Cornwall Canal.

Plans have been prepared showing the proposed manner of enlarging and extending both of the entrances to this canal.

RAPIDE PLAT.

The lockage on this canal is $11\frac{1}{2}$ feet, it surmounts the rapid of Rapide Plat, and extends from the village of Morrisburg west to Flagg's Bay, about $3\frac{3}{4}$ miles.

The works now under contract and in progress, are as follows:—

Location.	Section.	Contractors.	Date of Contract.	Date of Completion.
Morrisburg	1	Poupore & Fraser.	Jan. 26, 1891	April 1, 1894
Mariatown	2	The Weddell Dredging Co.	Jan. 12, 1891	Ap'l 20, 1893
New Road.	3	Poupore & Fraser.	Jan. 26, 1891	Ap'l 20, 1893
Flagg's Bay	4	William Broder.	April 2, 1884	June 1, 1888

The enlargement was commenced in 1884 on section No. 4, the upper or western entrance, and completed and brought into use in 1888.

The work of enlargement consists in the deepening and widening of the old channel, and in constructing new and enlarged locks and supply weirs.

Section No. 1.

Section No. 1 extends west along the river front of the village of Morrisburg.

A change in the alignment of the lower end of this section has been made by placing the centreline of the new lock parallel to that of the old lock No. 23, thereby improving the direction of the river entrance and enabling upward bound vessels to avoid the strong current.

Dredging operations were stopped on 21st December, 1892, resumed again in April last, and will be continued to the end of the season. A steam excavator, taken from section No. 3, commenced in May last to remove the dry excavation in rear of cribwork forming the base of north retaining wall.

All material excavated has been deposited in the space between the tow-path and the new protection cribwork, and has also been utilized in widening and strengthening the tow-path and embankments.

The contractor's cofferdams for the new lock-pit have been completed, and the formation of a trench for a close pile dam or bulkhead to protect the south wall of the old lock is in progress, all being done in accordance with the modified plan of 21st March, 1892.

The excavation for a trench for the "north wall," designed to have been executed by manual labour, was inadvertently permitted to be commenced by dredging, resulting in the sliding and caving in of the high clay banks which the wall was intended to support. The plan of commencing the wall at the bottom of the canal had therefore to be abandoned, and a cribwork base substituted therefor, having its face built on the same line and batter as the proposed wall, and carried up to the level of 2 feet below normal water in the canal.

The bank where scarped by dredging operations, is now sufficiently protected by the cribwork base, and by a facing of borrowed earth, and it is therefore believed will suffer no further damage.

Upon and in rear of the cribwork, a berme will be formed of earth having its slope protected by dry masonry.

The above change in plan has involved the purchase of a strip of land about 15 feet wide, extending along the deeper portion of the cutting, and also of a "borrow-

it" to furnish earth wherewith to restore the banks destroyed by the contractor's redging operations, and for which Mr. Wood, the Government valuator, has arranged with the owners.

The stone for the lock is being cut and prepared at Mille Roches quarry, Cornwall Canal, and that for retaining walls, &c., at the Wolf Island quarries.

In connection with the new works of enlargement at Morrisburg, I beg to direct attention to their dangerous character owing to the proximity of the new to the old lock, and the extraordinary, and therefore expensive measures necessary in the interests of navigation, to preserve the latter.

An experienced inspector (not simply a watchman), should, in my opinion, at once be appointed for duty at night.

The cribwork for the seat of the north retaining wall of the canal is being built.

Section No. 2.

Section No. 2 begins at the west end of the village of Morrisburg, and extends westward to near Mariatown.

The work on this section consists chiefly of excavation, i.e., dredging and dry work.

The dredging operations were stopped on 26th December, 1892, and resumed in March last. Three dredges have been engaged in excavating this summer, a third one, newly built, having been placed on the work last month.

The material dredged has been utilized in widening and strengthening the towing-paths and embankments, particularly that across Heigle's Bay.

Section No. 3.

Section No. 3 commences a short distance above Mariatown, and extends west to the vicinity of the guard lock (No. 24), and includes the widening and deepening of the east end of section No. 4, and also the spoil grounds, and other works connected with Flagg's Bay.

Work was carried on by the steam excavator and a chartered dredge, till 20th December, 1892, when work was stopped. The former was engaged on "dry work" on the high bank above water, and the dredge in prism excavation.

The dredge resumed operations in April last and continued working until 24th June, when she was removed from the section. The steam excavator worked for about three weeks in May last, and was then removed to section No. 1.

The excavated material, or "dry work," is hauled by locomotives to the spoil ground at Flagg's Bay.

The dredged material is conveyed in scows to the dumping ground in Canadian waters on the south side of the channel near Ogden's Island.

The "new road" on the north side of the canal has been completed and in use since last September.

It is advisable to arrange with the municipal council of the township of Matilda, to assume the control and maintenance of the road.

Section No. 4.

The work on section No. 4 was finished in 1888, and at once brought into use. It comprises the new guard lock (No. 24) and supply weir, and the formation of the upper entrance to the canal, and also of the prism for a short distance below the lock. The final estimate of this contract was completed by the late Mr. Killaly the resident engineer, and all claims made by the contractor have been finally adjusted.

GALOPS CANAL.

Point Iroquois Division.

This canal as originally constructed was about 3 miles in length, with a lockage of 5 feet 7 inches at lock No. 25, in the village of Iroquois, from whence it extended

westward to Presqu'Île, overcoming the Point Iroquois Rapid, and other stretches of swift water, notably that at Sparrowhawk's Point.

About ten years after the completion of these works, some important changes were made, viz.: The lower mitre sill of lock No. 25 was lowered 3 feet 2 inches, and means afforded of regulating the depth of water on the upper sill, and consequently in the canal, by connecting it with the Galops.

The Junction Division.

The Junction Division commences at Presqu'Île, and extends up stream to lock No. 26, at the village of Cardinal. It chiefly consists of an embankment about $2\frac{1}{2}$ miles in length, built in the river to connect the Galops and Point Iroquois divisions, and thereby, as stated above, raise and afford a means of controlling the level of the water in the Iroquois reach.

The fall in the river between the above mentioned canals is 1 foot $7\frac{1}{2}$ inches.

Work on the junction was completed in 1856.

There are no works of construction on either of the divisions whereon to report.

Surveys have been made during the season of 1892, to obtain data upon which the scheme of enlargement may be definitely decided.

Galops Division.

This, the original Galops Canal, had a lockage of 6 feet 8 inches, and extended upwards from the village of Cardinal, about 2 miles to the head of the Galops Rapid, which it was designed to overcome, and which commences about 7 miles east of the town of Prescott.

Some years after the completion of the canal, the pier head cribwork was extended up stream, and the lockage or fall increased $11\frac{1}{2}$ inches.

The guard lock No. 27 at the upper entrance, is the most westerly lock on the St. Lawrence navigation.

Upper Entrance.

The work now under contract and in progress, and for which Messrs. Murray & Cleveland are the contractors, was commenced in 1889. Their contract was entered into 14th November, 1888, to be completed 15th June, 1891. It embraces the construction of a lift lock, and of a guard lock and supply weir, also the deepening, widening and straightening of the channel from the upper entrance to Round Bay, a distance of about one mile, and the removal of the old guard lock, &c.

Masonry was stopped on the 25th of November last and resumed in May last.

Work as under has been done during the year, viz.:—

The walls of the lift lock, the paving in tail bay of guard lock, and the extension of the upper and lower wing walls of the latter have been completed.

The extension of lower wings of lift lock are well advanced and will be finished this season, as also the additional recess for the guard gates of lift lock.

Two pairs of gates for the guard lock have also been completed ready for launching, and the gates for lift lock well advanced.

The greater part of the protection cribwork to be used in straightening the tow-path above McLaughlin's Point has been completed in place and ballasted.

Dredging and drilling and blasting operations have been carried on uninterruptedly during the working seasons.

All dredged material, except rock required on the work, has been conveyed in dump scows to the dumping ground between Pier and Squaw Islands.

The cofferdams continue staunch and water-tight.

A large quantity of dressed stone from the Belleville quarries has been delivered, also backing from the Galops quarry, situated near the work, which produces stone of excellent quality.

With a view to prevent accidents which might be caused by failure from any cause of the gates of the lift-lock, it is proposed to extend the masonry far enough

to form the recess for a pair of "guard gates," and as in the case of the guard-lock on the Cornwall Canal, it may become necessary to raise the level of the coping of both the lift and guard-locks.

A survey has been made of the lower portion of this canal, for the purpose of deciding upon the nature of the enlargement, and a location survey of the north channel leading westwards from the upper entrance has been completed.

Galops Rapid Improvement.

E. E. Gilbert & Sons, contractors. Contract entered into 5th August, 1879, to be completed 1st June, 1881.

The Galops Rapid improvements consisted in the formation, by subaqueous excavation, of a straight channel 200 feet wide and 17 feet deep through the shoals termed respectively, "Upper Bar," "North" and "Caledonia" shoals, "Island" shoal and "Lower Bar," the whole of which are included in a distance of 3,300 feet.

The work was completed in November, 1888, and tested as directed by the late chief engineer, who, in 1889, reported as follows:—

"The channel undertaken some years ago to be formed through these rapids has been completed. It is now 200 feet in width, straight and from $16\frac{1}{2}$ to 17 feet in depth; but pilots, as usual, prefer putting up with all the disadvantages of the old, crooked, shallow line, rather than use a new one with which they are unfamiliar.

"It is no uncommon occurrence for even this important and useful class of men to be a little prejudiced in favour of a route they have been accustomed to follow. It is, however, quite likely that the new line will, ere long, be found the most advantageous; at all events, this is certain to be the case when a larger, deeper-laden class of vessels are brought into use."

The channel which was first brought into general use last year is navigated by many of the large propellers and other vessels drawing over 9 feet of water, but is systematically avoided by the forwarding companies' barges.

The channel was examined and surveyed by officers of the department in 1891, and reported upon by me. Obstructions were found to exist on either side of the centre range marks: these the contractors asserted consisted of loose rock shoved into the channel since its completion by ice or from other natural causes.

Another and a much more elaborate survey has been completed. It was made during the season of 1892, under the direction of Mr. Kennedy, chief engineer to the Montreal Harbour Commissioners. The survey probably represents with the greatest accuracy and minuteness, the depth and width of the channel, and generally its present condition, but it is doubtful if the nature of the obstructions, whether rock in situ or loose rock will be determined.

This, the most important question as stated in my last annual report, can only be satisfactorily decided by sending a properly equipped dredging plant, to make an actual test of the material in the channel.

The survey ordered by the department, of the bed of the river, including also the new channel and its approaches and banks, which was commenced in 1891, was discontinued in 1892, for the reason that the operations connected therewith might to some extent interfere with Mr. Kennedy's work.

The survey steamer "Anderson," which had been specially fitted for the work, was consequently transferred to the survey of the north channel.

An examination of the channel was made during the early part of this season, to ascertain that the channel was clear as represented by the surveys of 1892, and at the same time the south side of the channel was marked by buoys.

Owing to the water in the river being at its medium stage, the old or north channel has been used by all classes of vessels, and, as usual accidents have occurred; on the other hand the new or deep channel, having a bad reputation in the neighbourhood has been avoided.

The North Channel.

This channel from the Galops to the head of Spencer's Island from its sheltered position and moderate current, may be regarded as an extension of the Galops Canal.

From Prescott to the head of the Galops Canal, the distance by this channel is 7 miles, or two-thirds of a mile shorter than by the main channel through American waters.

The channel was thoroughly explored during my survey of the river in 1872, and early in October of that year, with the water on the sill of lock No. 27 at 8 feet 10 inches, the tug steamer "Glide," drawing 8 feet 3 inches with five barges light, passed up the channel guided by the survey buoys.

Subsequently, in October, 1876, with the water 9 feet 4 inches on the sill, a large three-masted vessel, the "Hemisphere," drawing 9 feet of water, was successfully piloted down this channel to the canal, by Capt. Moore, of Prescott, assisted by the tug "Arctic."

After leaving the canal, and clearing the shoals off Boulton's Point, the channel lies through deep still water in Munro's Bay, and following the general direction of the Canadian shore to Tuttle's Point, passing through the passage between it and Duck Island, thence leaving the mainland, a deep channel, with a moderate uniform current leads up between Drummond's and Spencer's Islands, and the banks below them to the open water above the islands; at this point the current becomes stronger, and the channel, assuming the direction of the Windmill light, runs in deep water, through a passage between the shoals off Wright's Point, and the spit here abreast of the black buoys which mark the north point of Chimney Point reef, all obstacles are passed, and the main navigable channel leading to Lake Ontario reached.

This work was thoroughly re-examined during the season of 1892, and a location survey completed. The line as now recommended differs slightly from that represented on the plans of preliminary survey made in 1872; in the matter of curves, &c., the route, however, is the same.

Accurate cross-sections have been made throughout, and drillings and borings made to test the material to be excavated.

The plans and specifications required for placing the work under contract have been prepared.

The purchase of Spencer's Island, near the head of the channel, was not completed as contemplated. It has since changed owners, and has been ploughed and cultivated this season, and all the important lines and references of last year's survey have consequently been lost.

MURRAY CANAL.

MAINTENANCE.

Navigation was closed for the season on the 5th of December and opened 13th April, and has since been maintained without interruption.

The number of vessels passed through the canal for the year was 830.

No accidents have occurred, and no fines were imposed during this period.

The bridge structures are in good repair; the railway bridge, however, requires frequent examination and adjustment.

The Trenton road within canal limits has been well graded and gravelled, and is now one of the best roads in the county.

Mooring-posts have been supplied where required.

The tow-paths formed of sand east of the Brighton road have been protected by gravel, also the north bank west of the railway bridge.

The semaphores at the railway bridges are working to the satisfaction of the railway officials.

A close fence has been built on the north side of the canal to prevent drift from the spoil banks covering the track of the Central Ontario Railway.

Generally the banks have been maintained in good condition, the ditches kept open, and the rip-rap protection well raised and repaired.

Attention is directed to the subject of houses for the bridge-tenders, the wharf range lights, &c., for which there remains an unexpended balance on capital account.

The highest water recorded during the present season was 14 feet 9 inches, and the lowest 12 feet.

MURRAY CANAL.

CONSTRUCTION.

This work is situated at the head of the Bay of Quinté and extends from the channel, across the Isthmus of Murray, to Presqu'île Bay, on Lake Ontario, a natural harbour, and the future western terminus of river navigation.

This the "Harbour of Refuge" of the north-east shore of the lake, lies near the village of Brighton, about 75 miles west of Kingston, and within 120 miles of Port Dalhousie, the entrance to the Welland Canal.

J. D. Silcox & Co., contractors. Contract entered into 24th of August, 1882, to be completed 1st July, 1885.

The works included in the contract are embraced in a distance of $9\frac{1}{2}$ miles, and consist in:—

1. The cutting of canal proper, through the isthmus, and the formation by dredging and piers of convenient entrances at either end, a distance of fully 6 miles located on a direct line from navigable water in the Bay of Quinté through Twelve o'Clock Point, Dead Creek Marsh, Wuse's Creek and the Brighton wharf.

The canal is practically an artificial "strait" or channel without locks, and is crossed by one railway, the Central Ontario, and three highway bridges.

2. The formation by dredging of the new entrance and channel to the harbour, through the "middle ground" and the other shoals which obstruct the present entrance, and also the channel near the Brighton shore, to connect the harbour with the upper entrance to the "strait," a distance of about 3 miles.

The width of the channel across the isthmus is 80 feet on bottom, and that of the entrance thereto 200 feet, with a depth at ordinary low water (or zero of the Toronto harbour gauge) of 12 feet 6 inches, fully 1 foot below the level of the "Telegraph Island" and other shoals in the Bay of Quinté.

The new entrance to the Presqu'île harbour is "bell-mouthed" in shape, and varies in width from over 1,000 feet in the lake outside the main light, to 200 feet in the channel-way off Salt Point light, with a maximum depth of 16 feet.

In connection with the harbour and new entrance, the attention of the department is again called to the necessity for immediate action, with a view to the preservation of the standing timber remaining on the Presqu'île peninsula.

The work was actually completed in August, 1889, by Mr. A. J. Mowry, of Syracuse, one of the original contractors, who is now the sole representative of the firm of J. D. Silcox & Co.

The final estimate has been completed, and is now with the Chief Engineer to be considered.

SURVEY OF ST. LAWRENCE RIVER AND CANALS.

The work done under this head during the past season, may be summarized as follows:—

A location survey of the proposed dams in the Sheik's Island Channel has been made, and the work has been prepared for letting.

A survey with a view to straighten and improve the upper entrance of the Cornwall Canal has been made.

A survey as suggested by the Hon. the Minister to ascertain the practicability of using the river from a point in the canal 4 or 5 miles above Cornwall, has been made with very favourable results.

The shoals in the navigable reaches east and west of Rapide Plat Canal have been further examined; also those in the reach above the head of the Point Iroquois Canal.

Preliminary surveys have been completed of the Point Iroquois junction and lower part of the "Old Galops" division of the Galops Canal, the plans of which have been prepared.

A final location of the north or Canadian channel has been completed and the plans and specifications have been prepared.

An examination of the new channel of the Galops was made early this season.

A remeasurement of the works at the upper entrance, Galops Canal, has been made; also a final measurement of section 6 and 7, Cornwall Canal, with a view to effect a settlement with the contractors.

A statement is appended showing the highest and lowest water during the past year, at each of the canals in the St. Lawrence district.

The variations of the water level on the different canals are not uniform. The governing point assumed by the forwarding companies is at lock No. 23, Rapide Plat Canal, where the least depth of water on the mitre-sill prevails at all stages of the river.

I have the honour to be, sir,
Your obedient servant,

TOM RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer of Canals,
Ottawa.

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District for the Year ending 30th June, 1893.

Cornwall Canal.										Williamsburg Canals.										Lake Ontario.													
Month.	Lock No. 15.				Lock No. 21.				Lock No. 22.				Lock No. 23.				Lock No. 24.				Lock No. 25.				Lock No. 27.				Murray Canal.				
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
July.....	11	5	10	8	10	9	10	0	10	3	9	4	9	9	9	4	10	0	8	9	12	8	12	0	10	3	9	9	13	6	13	1	
August.....	12	1	10	7	10	10	9	9	9	11	9	3	9	9	8	8	9	8	8	4	12	6	10	11	10	3	9	2	13	6	13	5	
September..	10	10	10	4	10	9	9	11	10	0	9	3	9	8	8	9	10	0	8	7	12	8	11	4	10	3	9	4	13	5	12	9	
October.....	10	3	9	10	10	1	9	5	9	6	8	7	8	9	8	3	9	1	8	2	11	11	10	0	9	9	9	1	13	1	12	7	
November..	10	6	9	9	10	5	8	10	9	3	7	10	8	10	7	3	9	4	7	0	12	0	9	4	10	0	8	3	12	9	12	1	
December...	13	8	9	6	9	8	8	8	9	0	8	5	8	6	7	7	8	6	7	5	11	4	9	10	9	9	8	6	12	6	12	2	
January.....	26	0	12	7	10	1	6	7	9	0	7	2	9	2	5	2	8	5	3	8	11	6	5	6	9	4	6	9	12	4	12	0	
February...	21	2	18	9	9	3	6	9	10	9	7	1	7	9	5	5	6	5	5	2	8	5	7	0	7	11	7	1	12	11	12	0	
March.....	22	6	16	5	10	0	8	1	9	8	7	6	9	0	6	5	9	5	5	7	12	0	7	1	10	2	7	4	12	9	12	1	
April.....	14	11	10	6	10	6	9	3	9	10	8	9	10	3	8	0	9	9	7	6	12	6	10	0	10	4	8	9	13	8	12	9	
May.....	12	10	10	10	11	9	10	0	11	2	9	5	10	10	9	3	11	2	8	8	13	10	11	4	11	6	9	6	14	7	13	8	
June.....	11	7	11	4	11	4	10	0	10	10	10	6	10	10	10	6	11	1	10	3	13	10	13	2	11	4	10	9	14	9	14	6	

WILLIAMSBURG CANALS.

STATEMENT of the Highest and Lowest Water for the Year ending 30th June, 1893.

Month.	Lock No. 22.				Lock No. 23.				Lock No. 24.				Lock No. 25.				Lock No. 27.			
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	10	3	9	4	9	9	9	3	10	...	8	9	12	8	11	6	10	3	9	9
August.....	9	11	9	3	9	9	8	8	9	8	8	4	12	6	10	11	10	3	9	2
September.....	10	...	9	3	9	11	8	9	10	...	8	7	12	8	11	4	10	3	9	4
October.....	9	6	8	7	8	9	8	3	9	1	8	2	11	11	10	8	9	9	9	1
November.....	9	3	8	3	8	10	7	3	8	6	7	4	11	10	9	4	10	...	2	3
December.....	9	...	8	5	8	6	7	7	8	6	7	5	11	4	9	10	9	9	8	6
January.....	9	...	7	2	9	2	5	2	8	5	3	8	11	6	5	6	9	4	6	9
February.....	10	9	7	1	7	9	5	5	6	5	5	2	8	5	7	...	7	11	7	1
March.....	9	8	7	6	9	...	6	5	9	5	5	7	12	...	7	1	10	2	7	4
April.....	9	10	8	9	10	3	8	...	9	9	7	6	12	6	10	...	10	4	8	9
May.....	11	2	9	5	10	10	9	3	11	2	8	8	13	10	11	4	11	6	9	6
June.....	10	10	10	6	10	10	10	6	11	1	10	3	13	10	13	2	11	4	10	9

APPENDIX No. 13.

BRIGHTON, 30th August, 1893.

TOM S. RUBIDGE, Esq.,
Superintending Engineer, St. Lawrence District,
Cornwall.

SIR,—I have the honour to submit the following annual report on the works under my charge for the fiscal year ended 30th June, 1893.

Navigation closed on 30th November, 1892, and opened on 13th April, 1893.

The number of vessels passed through canal from 30th June, 1892, to 30th June, 1893, was 830.

There were no accidents and no fines were imposed or collected during this period.

The bridges are in good repair, and have all been very satisfactory, with the exception of the railway bridge, which was readjusted by the Weddell Bridge Company.

Twenty-five new mooring posts were put in and packed around with broken stone.

The tow-path ditches were all cleared out the entire length of canal on both sides twice, and all thistles and other weeds carefully cut; 2,800 feet of the tow-path east of Brighton road bridge has been gravelled.

In consequence of the heavy rains this spring the water ran over the edge of the tow-path into the canal, and much time was occupied in mending the breaks caused thereby.

Stone facing was put on to the top of wall at the railway and Trenton road bridges.

A high board fence was built west of the Central Ontario railway crossing north side of canal to prevent the sand banking up the railway track, and it saves a great deal of labour.

Five hundred and fifty-six yards of gravel was put on the sand, north side of canal, west of the railway bridge.

Broken stone to the amount of 3,298 yards was put into the rip-rap.

The tow-path was graded up in many places where the sand had blown away.

Rip-rap was put on to the top of bank for 2,000 feet in length through the sand.

Gravelled road was built at Trenton road bridge within the canal limits and gave great satisfaction to the farmers and others in that section.

I have the honour to be, sir,
Your obedient servant,

T. P. KEELER,
Superintendent Murray Canal.

APPENDIX No. 14.

CORNWALL, 2nd October, 1893.

SIR,—I beg leave to submit the following report of the works under my charge for fiscal year ending 30th June, 1893.

The Cornwall Canal was kept open satisfactorily during season of 1892; the only interruption being caused by barge "Toronto" breaking gates of lock 19 on 3rd August. Navigation was stopped twenty-eight hours. An account of expenses incurred, amounting to \$1,103.21, was filed with the department.

The steamer "Island Queen" was fined ten dollars for damage to foot board on lock 18 on 2nd September, 1892.

The new lock at head of canal was first used on 2nd December. Crabs were shifted from old to new lock. Old gates of lock 21 were then dismantled and removed.

Canal was closed for navigation on 4th December, except locks 18, 19, 20 and 21, which were kept open a few days longer for contractors.

Work in shops during winter consisted in making foot bridges, top bars, mullions, sheaves, knees, wheelbarrows and general repairs, preparing for spring.

Water was let out of canal on 16th March, 1893, and usual repairs to banks, cleaning out locks, and pointing walls, done. New mitre sills were put in lock 20 and other necessary work performed. Water was let in on 30th April and on 1st May canal was ready for navigation, boats being locked at head of canal.

Navigation was carried on without interruption until 2nd June, when steamer "Hall" knocked out two gates of lock 19, causing a delay of twenty-six hours. A statement of cost of repairs amounting to \$1,060.70 was forwarded to the department.

All repairs necessary were attended to. The old lock gates required a good deal of repairing. A pair of gates were repaired and put in canal. A watch house for lock 21 was built.

I append a statement of height of water for past year.

I have the honour to be, sir,

Your obedient servant,

A. P. ROSS,
Superintendent.

TOM S. RUBIDGE, Esq., C.E.,
Superintending Engineer,
Cornwall, Ont.

CORNWALL CANAL.

STATEMENT showing depth of Water in River on the Mitre Sills of Lock 15 at Lower Entrance, and Lock 21 at Upper Entrance, for Fiscal Year ended 31th June, 1893.

Months.	Lock 15, Lower Sill.		Lock 21, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	11 5	10 9	10 9	10 0
August.....	12 1	10 7	10 10	9 9
September.....	11 5	10 3½	10 9	9 11
October.....	10 3½	9 9½	10 1	9 6
November.....	11 1	9 8½	10 5	8 10
December.....	13 8	9 6½	9 8	8 8
1893.				
January.....	26 0	12 7	10 1	6 7
February.....	21 2	18 9	9 2	6 9
March.....	22 6	16 5	10 0	8 1
April.....	14 11	10 6	10 6	9 3
May.....	12 10	10 10	11 9	10 0
June.....	11 7	11 4	11 4	10 0

A. P. ROSS,
Superintendent.

MORRISBURG, 1st September, 1893.

SIR,—In complying with your request of the 28th August, 1893, asking for annual report upon these canals for the year ending 30th June, 1893, I beg to submit the following :—

CLOSING OF CANALS.

Farran's Point Canal was closed on the 13th of December, 1892, as also were locks 26 and 27 on the Galops section, and lock 25 on the Point Iroquois section was closed on the 17th of the same month, and locks 23 and 24, on the Rapide Plat, were closed on the 23rd. These different closings were occasioned by the work of the contractors on the Rapide Plat canal.

These canals were opened 27th April, 1893.

We have had no accidents excepting the sinking of propellor "Acadia" in Rapide Plat Canal, and which was fully reported by me on the 14th of June last.

The canals were kept in good working order during the year. No unusual delays to navigation occurred, and the water in the canals was much higher than during the previous year; besides the work accomplished by the enlarging of the Rapide Plat Canal has greatly aided navigation.

There have been several fines imposed on vessels occasioned by want of care and neglect of duty. Three of these were returned in last annual report of 3rd November, 1892, viz. :—

Steamer "Corsican," 3rd July, 1892.. .. .	\$10 00
do "Ocean," 10th August, 1892.....	20 00
do "Alexandria," 14th October, 1892.....	20 00

The following since that date, viz. :—

Barge "Black Diamond," 18th November, 1892.	\$15 00
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The number of vessels passing through the lock at Iroquois, as kept by the lock-master on his own account, for the year was 2,483.

The work done by the "repairs" staff has been general.

An ice bridge or dam formed at the foot of Farran's Point Canal at "Baker's Point" on the 7th of February and remained about three weeks. It did no damage as it was largely across the bay extending to the lock, and the water being very deep the floating ice got sufficient way under the jam or bridge. We tried to cut it away but failed because of its extent and the nature or quality of the ice.

FARRAN'S POINT REPAIRS.

The gates were raised twice. The sheaves were all renewed during the year and new chains put on lower gates. The ice having carried the stone foundation of the lockmen's house away, a wooden pier was built in last September and filled with stones, which has stood well. Lockmen's houses were repaired largely and kitchens built up to stone house for them.

RAPIDE PLAT CANAL REPAIRS.

A pair of new gates were put up at lower entrance of lock 23 in May, and general repairs done on the other gates. The water was let out twice: once on account of the steamer "Acadia" sunk in canal, and once to accommodate the water works of the village of Morrisburg, in putting down a new main pipe under the canal.

Advantage was taken of these occasions to remove any large stone found in the basin of canal.

The boom, at lock 24, across the supply weir required some repairs.

GALOPS CANAL REPAIRS.

At Iroquis, lock 25, a guard fence was built around Government property; bunting posts were removed and one new sheave put in; lock houses were largely repaired; ditch was cleaned out and stones laid up; booms were renewed in canal and wharf at foot of pier replanked in part, and pier timbers in part renewed; swing partly replanked.

The swing bridge at lock 26 was rebuilt. The gates were raised, three new chains put in and several minor repairs done on lock and gates. Repairs were done on lock-houses, especially shingling.

A wharf was built on the outside, or river side of the bank for the accommodation of the village of Cardinal.

At lock 27 general repairs were done on the gates and piers at the entrance to the lock and also on the supply weir. Gates were raised twice, two new sheaves and one chain were placed.

Locks 23, 26 and 27 had to be cleaned out repeatedly during the year on account of stone, logs and gravel which accumulated and made largely by dredging on new work.

Eleven new buoys were purchased which, with the ones we had on hand from last year, were prepared and properly placed in the river between Dickenson's Landing and Prescott.

General repairs were done on the buoy boat and scow, such as replanking, caulking, painting, repairing ways for hauling out, &c. A pair of old gates were hauled out and put on the dry dock at Cardinal ready for rebuilding.

Many minor repairs to the locks, gates, piers and operating appliances, though small individually, represent on the whole a large amount of labour and the consumption of supplies.

A large amount of work was done on the Junction Canal at several points where it had given away or was weak, in drawing stones and blue clay and placing them.

I annex a statement showing the extreme depths of water on the mitre sills of the entrance and exit of the locks of these canals, covering the above dates.

The above is respectfully submitted.

Your obedient servant,

CHAS. E. HICKEY,
Superintendent.

TOM S. RUBIDGE, C. E.,
Superintending Engineer, Cornwall, Ont.

APPENDIX No. 15.

WELLAND CANAL.

ST. CATHARINES, 2nd October, 1893.

SIR,—I beg to submit my annual report upon the Welland Canal and its branches for the fiscal year ending 30th June, 1893.

Commencing at Port Dalhousie, 500 feet in length of tongued and grooved sheet piling, six inches thick and twelve feet long, was driven on the new canal side of the stone wall extending across the pond between locks No. 1 and 2, thereby completing that operation, and stopping any leak under the wall as far as the sheet piling extends.

At lock No. 15, the lower wing wall on the west side of the lock had settled down and moved forward into the canal, necessitating its removal and rebuilding.

This was done before the opening of navigation in April last.

In addition to the rebuilding of this wall, a row of heavy sheet piling was driven in front of the wall, also in front of the corresponding wall on the opposite side of the canal, and to prevent any further movement of the wall, stout timbers, about ten feet apart, placed below the level of the bottom of the canal and bolted to piles at intervals, were laid across the canal from wall to wall, and the spaces between them filled with concrete to a depth ranging from 12 to 18 inches.

At the supply weir above Allanburgh, a leak under the apron was discovered shortly before the opening of navigation last spring, and on examination proved to be of a serious nature, considering the position of the weir.

This weir was built in 1877-78 in the west bank of the summit level of the canal, 14 miles from Port Colborne for the purpose of passing the necessary feed for the old canal, the weir formerly used for that purpose having been removed in the course of construction of the new canal from Allanburgh northward.

It was found that the water had passed through the joints and under the walls of the weir in places, washing out the lower portion of the embankment in rear of the walls, while leaving the surface of the embankment intact.

The extent of the washout and the serious damage which would have resulted from any failure of the canal bank at that point, made it necessary to form a dam above the weir to hold up the summit level, and another below the weir, to admit of the structure being unwatered.

The foundation of the structure was then underpinned with Portland cement concrete, the fissures in the walls filled with Portland cement grout, and the defective embankment made good.

The work, which was critical in its nature, was executed at a cost of \$4,000 in a satisfactory and energetic manner, under the immediate supervision of F. T. Walton.

The pile fenders at the Allanburgh bridge were renewed, as also were those at the Junction bridge.

At the locks and bridges throughout the canal, small repairs were as usual constantly in progress, such as repairing or renewing, opening and closing chains and cables; replacing or repairing broken or bent rods, shafts and gearing, repairing or renewing broken or displaced walings and other portions of the gates, fenders and road bridges, which are exposed to the constant rubbing and wear of passing vessels and teams.

In addition to the above, there has been the frequent adjustment of lock gates, and the removal by the diver of obstructions to the closing of gates, which with the occasional repairs of damages, by vessels running into bridge fenders and piers, and renewing of snubbing posts, and maintenance of towing paths, banks and ditches, has found steady employment for the force engaged on such work.

The above small repairs though spoken of here generally, are kept in detail, and the quantities of materials used in each case are recorded.

On the old canal, in addition to the usual spring repairs of weir aprons and slash boards, replanking road bridges, &c., a new swing bridge was constructed across the upper wing walls of lock No. 2, to replace the original and worn out bridge, 366 feet above the lock.

The new bridge was built by the Weddell Bridge Co., of Trenton, Ont., under contract, upon the extension of the lock walls as constructed for that purpose when the lock was enlarged in 1883.

The repairs to the Allanburgh supply weir, before referred to, interfered with the usual condition of matters on the old canal, until the weir repairs were completed in June. During the repairs, the feed for the old canal and mills, had to be passed through the Allanburgh lock, and was restricted, sometimes causing a scarcity of water, but as some of the largest mills were making extensive alterations in their premises and wheels, the reduced quantity of water passing was not felt as much as it would have been had the mills been running as usual.

With the exception of the passage of an occasional rmt, scow or schooner with lumber or raw materials for some of the milling establishments, the traffic of the old canal, may be said to have been confined to that portion of it between St. Catharines and Port Dalhousie.

This has been the case for some years, the greater portion of the old canal being available almost exclusively for milling interests.

There are at the present time, several desirable mill sites available with abundant water power.

On the Feeder Division, swing bridges have been constructed for the first time across the feeder, on the line of the Bird Road and also on the line of the Petit Road.

These bridges, with other crossings of the feeder, constructed a year ago, have greatly improved the means of communication, and increased the value of property in the locality.

On the Port Maitland Branch, where Broad Creek passes under the canal, an additional syphon culvert, formed of timber, with an opening of 4 ft. x 5 ft., has been built under contract, with Mr. Archie McDonald, of Stromness, and gives additional facilities for the drainage of a large and fertile district.

The aprons of the Dunnville dam have been replanked where required and small repairs made at the weirs and culverts where necessary. Some of the ditches and drainage outlets in this locality require attention on a larger scale than comes within the range of repairs and an appropriation for the purpose will be necessary.

Of the 14 cases of damages to canal property by vessels, as seen in the accompanying statement marked A, only one was of any magnitude.

I refer to the damage to lock No. 4 by the steamer "Arabian," when upward bound on the 22nd October, 1892, when navigation was interrupted for thirty-four hours, and an expenditure of \$3,828.33 incurred, or provided for, in replacing four lock gates, and repairing damage to canal banks, towing paths, &c.

The damage was caused by the engineer not obeying signal from the officer on the bridge, and going ahead at such speed that the lines were of no service to check the vessel.

Considering the dismantled condition of the lock, the short time occupied for repairs, speaks well for those engaged in that duty.

The amounts of the damages given in the statement, with the exception of those caused by the "Fairbanks," "Manly" and "Arabian" which are not yet paid, were handed to the canal collectors at Port Dalhousie and St. Catharines, whose receipts for the amounts are in this office.

Since 30th June last, any amounts payable for damages or fines, have been paid direct to the collectors of canal tolls.

During the fiscal year ending 30th June, 1893, the registered tonnage of vessels passing through the New Welland Canal, both ways, shows an increase of 101,640 tons over the preceding year, and may be attributed to the reduction of tolls

on grain, coupled with adverse conditions on the American route; with better arrangements for lighterage or transshipment at Kingston or Prescott, the increase of business would have been much greater.

The canal was closed 12th December, 1892, and was opened for navigation 24th April, 1893.

Attached will be found a statement of the highest and lowest water on the mitre sills of locks Nos. 1 and 27, at Port Dalhousie and Port Colborne, respectively, during the fiscal year ended 30th June, 1893.

I have the honour to be, sir,
Your obedient servant,

W. G. THOMPSON, M.I.C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals,
Ottawa.

"A."

STATEMENT of Damages by Vessels or Steamers to Welland Canal Works, during the Fiscal Year ending 30th June, 1893.

Date of Damage.	Name of Vessel.	Amount of Damage.	Date when paid.
1892.		\$ cts.	
May 13.....	Barge "Manly".....	15 38	Due.
do 25.....	Steamer "Everett".....	40 00	May 9, 1893.
Sept. 16.....	do "Hibbard".....	125 00	Nov. 12, 1892.
do 26.....	do "W. R. James".....	12 30	April 24, 1893.
do 28.....	do "John Rugee".....	17 09	Nov. 12, 1892.
Oct. 4.....	do "F. R. Prince".....	6 40	April 24, 1893.
do 22.....	do "Arabian".....	3,828 33	Due.
Nov. 27.....	do "Governor Smith".....	14 08	April 24, 1893.
1893.			
April 24.....	do "Fairbanks".....	14 17	Due.
May 13.....	do "New Orleans".....	100 00	May 20, 1893.
do 23.....	do "Alconas".....	200 00	do 25, 1893.
do 24.....	do "Blanchard".....	130 00	do 25, 1893.
do 19.....	Barge "Augustus".....	4 50	June 13, 1893.
June 9.....	do do.....	25 00	do 15, 1893.
Total.....		4,532 25	
Paid.....		664 37	
Due.....		3,857 88	

"B."

STATEMENT showing the Highest and Lowest Water on the Mitre Sills of New Lock No. 1, at Port Dalhousie, Welland Canal, for the Fiscal Year ending 30th June, 1893.

Months.	Lower Sill.		Months	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July	16 4	15 11	January	14 11	14 5
August	16 5	16 0	February	14 11	14 4
September	16 3	15 9	March	15 5	14 7
October	15 11	15 1	April	16 5	15 4
November	15 6	14 11	May	17 5	16 2
December	15 5	14 9	June	17 4	17 1

"C."

STATEMENT showing the Highest and Lowest Water on the Upper Mitre Sill of New Lock No. 27, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1893.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July	16 2	15 2	January	14 10	13 0
August	15 11	14 11	February	14 4	12 11
September	15 5	14 7	March	15 5	13 0
October	16 5	14 2	April	16 3	13 2
November	16 2	13 10	May	16 2	15 0
December	15 8	13 2	June	16 3	15 4

APPENDIX No. 16.

SUPERINTENDENT'S OFFICE, WELLAND CANAL,
ST. CATHARINES, 12th September, 1893.

W. G. THOMPSON, Esq.,
Superintending Engineer.

DEAR SIR,—Herewith I beg to send you my usual annual report of works done under my direction, during the fiscal year ended 30th June last.

W. ELLIS,
Superintendent.

NEW WELLAND CANAL.

Details of work of Repairs and Maintenance, for year ending 30th June, 1893.

DIVISION No. 1—FROM PORT DALHOUSIE TO LOCK 13.

PORT DALHOUSIE HARBOUR.

The winter float bridge received damage, after having been placed in position some time, by a storm and floating ice.

The sheet piling next lake, along west pier, where started by storms, was repaired and secured for future, by stone deposited along front of same.

New sidewalk, 1,320 feet long and 4 feet wide, laid down on 6 x 6 stringers, from foot of lock 1 to Grand Trunk Railway dock, on east side of harbour, and graded and levelled the ground for the same.

Gate Yard and Shop, Port Dalhousie.

Hauled out one pair gates for lock 22, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out foot gates of lock 8, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out one pair lock gates from lock 23, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out one gate out of lock 2, took it apart, squared it up, put it together again after new trenailed and thoroughly repaired.

Hauled out one gate out of lock 15, took it apart, squared it up, put it together again after new trenailed and thoroughly repaired.

Hauled out one gate out of lock 17, took it apart, squared it up, put it together again after new trenailed and thoroughly repaired.

Hauled out one pair lock gates from lock 10, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out three lock gates from lock 4, damaged by the accident to the "Arabian," thoroughly repaired and put in order ready for future use.

The lock gates for lock 25 hauled out and opened up and extensive repairs made to same, and laid away on cradle.

The lock gates for lock 20 hauled out and opened up and extensive repairs made to same, and laid away on cradle.

The pontoon No. 2 was hauled out on to ways, and all decayed parts removed and rebuilt, and fitted for new, and caulked and painted.

Labourers cut up large quantity of old wood from all along canal, and decayed portions of scows, walings, broken gate timbers, etc., after being collected by return scows at various times.

Lock No. 1, Bridge No. 1 and Level.

500 feet (lineal) of pine sheet piling, 12 feet long, 6 inches thick, was driven in front of stone dam between locks 1 and 2, and the space between the sheet piling and dam was filled with concrete, and rammed, to prevent leakage under the wall forming the dam.

One new water wheel and case put in, adjusted foot lock gate and put 3 new extension steps in; 20 feet oak plank used, 2 new corbels put on; also, 2 new long and 2 short cables put in lock gates; repaired locking chains; 16 feet of shafts for section waling and 10 feet of $2\frac{1}{2}$ x 8 oak plank used.

One new boxing, 2 wood screws, $8 \times \frac{5}{8}$, 11 lbs. spikes, repaired 1 slide rod and 1 steel shaft, 1 new nosing to gate, 10 lbs. spike, repaired 1 steel shaft, repaired shutting chains, 1 new friction collar, 1 new cone roller, new cross-bar for extension step, new sheer legs and sheave for cable, cut stone for cable drums, 1 new coal chute, repaired 1 extension step, 3 coach screws, $\frac{1}{2} \times 6$; repaired 1 bent steel shaft; repaired broken waling, set 4 cams for bridge and put in 2 new fox bolts and cut the stone for cam rest.

Lock No. 2 and Level.

Adjusted foot gates and placed rollers in position; took 1 lock gate out and took to gate yard and dressed it; hung 1 new lock gate in place, put on one new lock gate foot bridge and its machinery, 1 large spur wheel, 1 intermediate gear, 1 phosphor bronze pinion, 8 waterwheels and cases and steps, 2 new corbels, 1 new adjusting screw, 12 pieces upright oak wales $4\frac{1}{2} \times 9$, 10 lbs. spikes, repaired locking chains, 2 new short and 2 new long gate cables, repaired 4 slide rods, 24 coach screws, $8 \times \frac{5}{8}$, 3 wheel borings, 12 shaft borings, 30 coach screws, $8 \times \frac{5}{8}$, 30 washers, 900 lineal feet ditching cleaned out.

Repaired 1 slide rod, repaired 1 steel shaft, repaired 1 section of handrail, 2 new rag bolts, repaired 1 binder bolt, repaired broken gate bridge, removed sunken piece of oak from between gate and sill, 1 new pike pole, repaired shutting chains several times, 1 pair clip hooks, repaired lock float, 4 coal chutes, 1 new dog and small arch, 2 new waterwheel shafts repaired, and wheel guards repaired, 1 new stud for foot clutch, 1 new pennant line, 2 cone rollers, filled up large washouts caused by the "Arabian" accident; built temporary bridge across weir to haul earth; put stone on spare lock gates in cradles.

Lock No. 3 and No. 2 Bridge Level.

Adjusted all 4 lock-gates and put rollers and frames of gates in order; 1 new mitre block; put new planks in bridge floor; adjusted the foot gates; 1 new matrix; 1 new slide door; 1 new drum and bevelled wheel; 1 new short shaft for gear.

Raised left No. 1 lock gate and right No. 1 gate, and put pieces of oak $1\frac{1}{2}$ inches under the steps; repaired locking chains and shutting chains; laid new platforms at lock and bridge house, front and each end; 4 slide rods repaired; repaired crab rollers; repaired mitre and crab; 1 new key for pinion; cut slot in stonework for crab drum; 1 coal chute; repaired locking wire of bridge; 1 new cone roller; repaired 1 extension bar; set 2 cams and 4 cams of bridge and tightened gearing; 340 yards (lineal) of main back ditch cleaned; washouts caused by "Arabian" accident all made good.

Lock No. 4 and Level.

Adjusted 4 lock-gates and put rollers and roller frames in order; 1 new phosphor bronze pinion, 1 new matrix, 2 water wheels, 3 new short cables, 3 new long cables, 2 pairs new clip hooks, 1 new shutting chain ($37\frac{1}{2}$ ft. of $\frac{5}{8}$), 1 new locking chain, 1 new set of rollers in crab frame, 1 set of new rollers and frames for adjusting lock gates; and adjusted four lock gates; 1 new cone roller and adjusted all 4 lock gates. Put in three new lock gates, 10 ft. 2×8 oak, 15 ft., $\frac{5}{8}$ chain and splice; repaired locking chains; took off old and put on 3 new lock gates, bridges, and all their attending machinery and gearing; repaired 2 sets of gearing, 2 coal shutes;

repaired 1 short cable, 1 new cone roller, 1 new binder bolt; repaired 2 shells 5 ft. pine, 10 ft. 2 x 8 oak, 2 new sister hooks, 2 pairs slip hook for locking chains; repaired crab drum and straps; cleaned out 300 lineal yards main back ditch.

Lock No. 5 and Level.

Two new phosphor bronze pinion, 3 new ratchet dogs, 1 new lever, 2 new matrices, 2 new long cables put on, 1 new short cable and adjusted all 4 lock gates there, and put cone rollers and frames in order; 1 new roller frame, 2 new extension steps put on, 2 new water wheels, 1 new stud; repaired locking chains and shutting chains; raised lift foot gates and put pieces under steps; 1,638 ft. (lineal) ditches opened up and cleaned out; put on protection planks over water wheels, and repaired 2 foot steps; overhauled and put 6 sets of gears in order; repaired 5 slide rods; 12 butts repaired; repaired 2 extensions steps, 3 crack screw, $\frac{1}{2}$ x 6; took out rubber fender from between slide and lock gate; repaired 1 long cable; repaired 1 slide rod, 6 sets of gearing overhauled and repaired 2 water wheels and 2 bent steel shafts, 1 maple bearing 2 coach screws, $\frac{3}{4}$ x 8; repaired 1 crab, 1 new key, repaired crab drum.

Lake St. Bridge No. 3.

Adjusted 3 cams and tightened gearing and fastening bolts; painted the bridge and approaches, 2 coats; 1 new pike pole, new stove grate for bridgetenders house, 1 chain for floats, 3 shackles, 2 eye bolts; walings repaired; renewed top course of crib with new timber, 192 ft. of 12 x 12 pine, 12-19 ft. ties 10 x 12, 324 ft. lineal 6 x 12 oak; repaired the bridge floor planking, fastened floats several times; put down at each end of bridge 1 curved plank oak.

Grand Trunk Railway Bridge No. 4.

The bridge thoroughly overhauled, slack rods tightened and fastened down segment plate, put carriage spring on bridge lock; set cams several times, and cut stonework for cam seats; spread 5 braces and balanced bridge, &c.; repaired walings and put on 40 ft. 6 x 12 new oak.

Geneva St. Bridge No. 5.

Adjusted cams and tightened all slack rods, &c.

Niagara St. Bridge No. 6.

Adjusted 4 cams, put fox bolt in latch catch and tightened slack rods; took out rotten stringers and planks to both approaches and replaced with new material. The top course of centre pier cribs was rotten and was replaced with new timber and secured and bolted; wire used for unlocking was repaired; renewed decayed approaches to bridge as under; put in 12 new stringers to approaches 23 ft. 6 in. long, 6 x 11, pine; put in 52 pine planks 20 ft. long each $2\frac{1}{2}$ x 8 laid, as under tier, 1,075 ft. surface measure, $2\frac{1}{2}$ x 8 dressed oak planks, top tier; laid down 8 old disused lock gate foot bridges for crossings; put 21 ft. of new oak waling, 6 by 12 under bridge; replanked bridge over back ditch, approaching the main bridge; repaired the planking on the swing part of bridge, 240 ft. lineal; wheel guard timbers bolted to planking 4 x 6; the top course of timber and cross trees of centre gear were rotten and were replaced as follows, by 192 ft. lineal, pine, 12 x 12; 12 x 10 19 feet each 10 x 12 pine; 292 ft. lineal 6 x 12, and waling on crib; 38 ft. pine 12 x 12 float; put two segmental formed planks at end of swing part of bridge.

Lock No. 6 and Level.

Four new brass matrices and washers; 2 water wheels put in; repaired privy, 25 feet 1 inch timber. One new long cable, repaired 3 sets of gearing, adjusted 4 lock gates and put new rollers and frames in order; one phosphor bronze pinion; repaired men's privy and 2 extension steps; 3 screws, 6 x $\frac{1}{2}$ inches; washouts in banks and holes around snubbing posts, filled up and new braces put around snubbing

posts; repaired 1 short cable; 99 yards lineal, ditching opened up and cleaned out; 2 coal chutes; repaired opening and shutting chains, put in protection planks to water wheels; repaired 1 steel shape and 6 sets of gearing and 3 water wheels; repaired 2 slide rods, main back ditch for 600 yards cleaned out.

Lock No. 7 and Level.

Adjusted all 4 lock gates twice, 2 new long cables, 1 pike pole; adjusted foot gates second time and put rollers and frame in proper position, 1 new stud, 1 new pinion; repaired lever and 2 new bolts, 7 wood screws, 8 x $\frac{5}{8}$ inches; repaired hand railing, took rope tender from between mitre sill and gate; repaired opening and shutting chains, 2 new coal chutes; repaired shaft, 1 new stud and pinion; repaired 2 slide rods and 1 slide valve, overhauled 6 sets gearing and put in new extensions; repaired crab and put in new keys, etc.; 25-50 yards of main back ditch cleaned out, banks graded, etc.

Lock No. 8 and Level.

Three new brass matrices, 1 new water wheel; adjusted all 4 lock gates and put rollers and frames in order; raised left No. 1 lock gate and put in new step and oak packing inside; adjusted head gates a second time, 2 new long cables, 1 new sleine, 1 new stud, 1 new gear shaft and lever stand, 1 slide rod, 1 pinion, 1 short cable; repaired opening and shutting chains; repaired lever and 2 new bolts, 7 wood screws 8 x $\frac{5}{8}$ inches; repaired hand railing, put in 2 new extension steps; repaired 1 water wheel, 2 new eye bolts, overhauled 6 sets of gearing and put it in good order; repaired 2 wheel shafts, repaired 1 slide rod, repaired 1 crank, 2 fox bolts and plates for repaired crabs, 1 coal chute, 1 new pike pole; 350 lineal yards main back ditch cleaned out.

Lock No. 9 and Level.

Adjusted all 4 lock gates and put rollers and frames in order twice during season and head gates thrice, 2 new water wheels and cases put in, 1 new shaft pinion, 1 new stud, 1 new long cable and keeper; repaired opening and shutting chains, repaired cone rollers and frames, removed rope fender from between gate and sill; repaired 3 sets of gearing, repaired 2 steel shafts, repaired crabs and put 2 new keys in crab and pinion, repaired 1 short cable; overhauled and put in order 6 sets of gearing and machinery, 1 new cone roller; repaired opening cable. Cleaned off top of gravel pit and hauled out gravel for the approach to lock 2 old canal, loaded same on to scow and hauled it to its destination and unloaded it there, etc.

Cemetery Bridge No. 7.

Painted bridge and approaches, 1 coat only.

The top course of the crib timber of centre pier being rotten was removed and replaced with new timber, stone placed in crib where needed, 178 feet lineal, 12 x 12 pine; 209 feet lineal, 10 x 12, pine, 74 feet lineal, 6 x 12, oak; adjusted cams and cut stonewash to allow bridge lock to clear; lightened down segment plate and raised wheel, put in new bolts 2 x 2 $\frac{1}{2}$ inch.

Homer Road Bridge, No. 8.

Fastened floats, several stones; put in 10 new eye bolts; repaired fence leading up to bridge, put new chains to floats and coal chutes, stripped off decayed top course from centre pier cribs and cross ties and walings, and put in the following new ones in lieu, and bolted all complete:—133 feet pine, 10 x 12; 94 feet lineal, pine, 12 x 12; 209 feet lineal, oak, 6 x 12.

Lock No. 10 and Level.

One new corbel put in; 2 new long cables and 2 cable keepers; adjusted all 4 lock gates and put rollers and frames in order; 1 new slide rod, 1 new short cable;

repaired opening and shutting chains; took off old and put on new lock gate and foot bridge with all the attendant gearing and machinery; repaired crab and binders; removed rope fender from between sill and gate; repaired shutting chains, 6 new coal chutts; repaired 5 slide valve rods; 3 sets of gearing; 2 slide rods, 3 crabs and put new keys in pinions. Overhauled water wheels and trimmed out shells; repaired bent shaft; removed rope fender from between sill and gate; put 2 ft. chain on shutting chains; 1 new cone roller; cleared shutting chain from behind sheave; repaired chain.

Lock No. 11 and Level.

Two new lever stands put on; 1 new fire grate and lining put in watch house stove; 2 long cables; adjusted the foot gates of lock on three different occasions and on the last put packing under the steps of same; 1 new stud; 2 water wheels. Took off old decayed lock gate bridge and put in new one with all its attendant gearing and machinery; 2 new gear wheels and 1 new nosing; 2 valve screws; 1 new set of intermediate gear; put in new extension steps; repaired opening and shutting chains; put 2 walings on lower lock gates and widened the slash boards on head gates; laid new floor in lock house and refitted doors; 3 slide rods repaired; repaired extension steps; repaired 1 short cable; 1 new stud; 6 sets of gearing; 2 water wheels; 2 shafts; 1 new lever stand; repaired 1 slide and valve rod; bent shaft; 1 new cold chute; removed block of wood from between sill and gate; cleared shutting chains from under timber.

Lock No. 12 and Level.

One new water wheel and case; adjusted all four lock gates and put cone rollers and frames in order thrice; 2 new long cables; 1 new permanent line for gates; 1 new fire grate and set of brick linings for stove in lock tenders house; 2 new cable keepers; 1 new slide valve; 1 new shutting chain 37½ ft. long. ½ iron; 1 new roller; repaired the guards on lower lock gates and opening and shutting chains of cables; 1 crab; put new key in pinion; repaired 2 cables; eye bolts in crab drums; New coal chute; repaired 2 cables and eye bolts; dressed stone for crab boxings; repaired 1 steel shaft; overhauled 6 sets of machinery and water wheels and valves; repaired 2 water wheels and cases; 1 slide rod. 1 coal chute. Overhauled 3 sets of gearings.

Bridge at Lock 13.

Raised wheels and set 4 cams; straightened chords and floor and put in 1 split key and repaired latch; adjusted rods, &c.

Lock No. 13 and Level.

Painted snubbing posts on lock and put in 2 new ones; put on 2 new cables and repaired 2 old ones; repaired 4 crab levers and 6 extension steps; put on 2 new cone rollers; adjusted lock gates 4 times and fixed rollers; repaired 3 crab gears; took rope fenders from mitre sill and lock gates 3 times; levelled and repaired tow-path and heel-path; put 2 plank protectives over wheel rods; calked timber on weir apron and pier, and put one protection piece on lower gate.

Lock No. 14 and Level.

Put in 2 new cables and spliced and repaired four others; repaired 2 shutting chains; crab gear five times; 3 extension steps; lifted head and foot gates and put pieces under steps; put 1 new leaf in valve; stopped leak in mitre-sill with diver; repaired frame to cone roller; took fender out between mitre-sill of gate three times; levelled and repaired tow and heel path; straightened 2 snubbing posts. Put in one protection timber in lower gate; repaired water wheel guard, piers, foot-bridge in foot gate and all its gearing attachments.

Lock No. 15 and Level.

Repaired valve with diver; spliced and repaired 6 cables, and put in 2 new ones; repaired 3 shutting chains and 3 extension steps; took out 2 lock foot-gates and hung 2 new ones in lieu; repaired water wheels at head of lock with diver.

Took down slope wing wall at foot of lock on west side and piled away stone, so removed. Excavated suitable trench for foundation of new wall, and built up same again to full height; removed ice to admit of preparing ground for, and then driving row of piles along foot of wing walls each side of canal and bolted same to extra heavy walings; excavated washed-up clay front of sheet piling and at foot of walls, then drove piles at front of apron at intervals and bolted the same, stretching or bracing timbers across from side to side and filled up between same and front of apron with concrete, say average 12 inches deep; excavated behind wing-walls and filled up again after completed.

Put foot bridge in lower left head gate and all gearing attachments and three protection pieces; put wheel guards on one foot bridge and one protection pier; put 4 x 6 guiding timber on end of apron planks; repaired lock and also bottom; made shoots for concrete and 2 stone boats and mortar box; repaired planking of weir; mitre-sills at head and foot of lock; put new leaf in valve; put in 2 new adjusting screws; removed obstructions from mitre-sills three times; graded and repaired canal and reservoir banks, and put in 8 new snubbing posts.

Lock No. 16 and Level.

Put in 1 new cable and repaired four others and 4 shutting chains; 4 extension steps and crab gearing three times; repaired slip in canal bank head of lock west side on four different occasions by hauling large amount of material from burrow-pits and drove 80 piles in pond at foot of same, and loaded up and put into pond at foot of slip, 5 scow loads of large stones. Took down part of wing-wall at end of highway tunnel under canal, south-west side, and excavated for a new extension of said wall and built same, and connected old and new masonry with strong rod, did all necessary excavations for same. Cleaned out tunnel twice and repaired sidewalk through the same; excavated new ditch leading across fields from east end of tunnel to give better facilities for drainage and put in drain pipes under highway to the same, and graded slopes of adjoining banks and deepened ditches. Straightened 1 snubbing post.

Bolted and secured to stone capping 107 feet lin 12x14 oak to raised wall east side and 120 feet on west side; put 2 planks on wheel guards; rebuilt tow path bridge after small scow had finished on reservoir; put on one protection piece to gate; repaired board fence tunnel road. Spliced 2 binders on head gate. Put wheel guards on lower gate; put new floor in the lock house and refitted all the doors.

Lock No. 17 and Level.

Put new wheel guards on lower gates and repaired two others; put on 2 new cables and repaired and spliced 4; repaired 3 crab gears, 5 extension steps and 3 shutting chains.

Lifted 2 head lock gates and 1 foot gate, and put pieces under steps; removed rope fender from mitre-sill; put in one new adjusting screw; put in 1 new snubbing post and straightened up 2.

Lock No. 18 and Level.

Repaired-crab gear four times; 4 cables, and put in 2 new ones; 6 extension steps, and 2 shutting chains; 2 safety chains; graded and repaired canal banks and filled up cracks. Took rope fender from under lock gate. Repaired 1 crab gear. Put down set of new cone rollers; adjusted 4 lock gates. Repaired rollers; filled up and made good step in reservoir bank. Put new wheel guards on one lock gate. Laid new floor in locktender's watch-house and fitted all doors. Repaired water wheels and shafts; overhauled gearing for 4 gates; 1 new waterwheel and case; 2 steel shafts and slide rod.

Lock No. 19 and Level.

Put two new walings in lower lock gates, and 1 new foot board of one do. with all the attendant gearing &c. Put on 3 protection pieces. Repaired steel shaft; adjusted all 4 lock gates and put rollers and frames in ends; repaired sliderod and line; 1 new mattress; overhauled the gearing of all 4 gates. Repaired 5 cables and put in 1 new one; 3 crab gear and 5 extension steps; water wheel slide with diver; 2 safety chains and 1 shutting chain; straightened up 2 snubbing posts. Took rope fender from under lock gate. Filled up cracks in banks along canal and reservoir.

Lock No. 20 and Level.

Repaired 4 cables and put in 2 new ones; 4 extension steps and 3 crab gear; 4 shutting chains. Adjusted foot gate and put rollers and frames in order. Took rope fender from under gate. Took out old and put in new lock gates at foot of lock. Repaired safety chain and shutting chain. Put on 3 plank wheel guards, 1 new crossing on foot gate and 2 new foot gate bridges with attendant gearing; put extension step on lower gates and widened slash board on upper gates; 1 new brass washer and 1 new phosphor bronze pinion.

Repaired and graded tow and heel path banks. Straightened 1 snubbing post and put in 4 new ones.

Adjusted all 4 lock gates and put roller and frames in order; 1 new cone roller; 1 new matrix; 1 brass washer; 2 steel shafts; repaired 2 new shaft boxings; 4 washers and 1 intermediate gear.

Lock No. 21 and Level.

One new intermediate gear. Adjusted foot gates and put rollers and frames in order; 1 new matrix; 1 brass washer. Repaired 1 slide rod and 1 bent shaft. Adjusted all 4 gates and put rollers and frames in order; 1 new matrix. Put in two new foot bridges and attendant gearing and 5 protection pieces and repaired wheel guards. Repaired 3 cables and put on 2 new ones; 3 extension steps and 5 crab gears and 4 shutting chains. Adjusted 3 lock gates. Repaired 2 safety chains. Removed obstruction from mitre sill. Filled up cracks in canal and reservoir banks. Straightened 4 snubbing posts.

Lock No. 22 and Level.

Put in 2 adjusting screws. Repaired and placed 4 cables and put on one new one; 4 crab gear; 7 extension steps and took rope fender from under gate. Adjusted 2 foot gates by putting pieces under steps and put in 2 new steps. Repaired water-wheel with diver; floats four times.

Laid new floor in locktender's watch-house, and refitted and repaired all doors. Repaired 3 slide rods and frames; 1 new matrix; 2 brass washers; 3 new water wheels; 3 shafts; 9 new shafts boxings; 24 wood screws; 24 washers. Adjusted foot gate and put rollers and frames in order. Put on one new top corbel on each foot gate. Overhauled gearing.

Lock No. 23 and Level.

Repaired wheel guards, put on 4 protective pieces. Adjusted all 4 four lock gates. Put new braces on gate heap. Repaired 1 steel shaft and 2 slide rods, 2 new extension steps, 2 new water wheel steps and 8 wood screws, $8 \times \frac{7}{8}$, 2 phosphor bronze pinions. Repaired valve screws; 5 new brass matrices, 1 new stud. Adjusted all 4 gates and put cone rollers and frames inside. Repaired 4 cables and put in 4 new do; repaired 4 shutting chains and 3 crab gear; fixed roller; straightened 3 snubbing posts. Removed obstruction from mitre sill three times; fixed cone roller three times; put in 2 new snubbing posts. Took out old foot lock gate and hung new pair in place of same; repaired floats five times; kept banks in order.

Lock No. 24 and Level.

Repaired 3 cables and put in one new one. Repaired floats eight times, cleaned out water wheels on foot gates; repaired cone roller frame; repaired shutting chains and spliced 7 cables. Put in 41 lineal feet of parapet protection railing along bridge over Grand Trunk Railway. Straightened 1 snubbing post. Put in 2 foot steps; repaired highway gate and set posts; repaired 1 slide rod, 1 new phosphor bronze pinion. Adjusted all 4 gates; 1 new cone roller; repaired 1 steel shaft; 2 new slide valves. Repaired 3 steel shafts. Adjusted foot gates and put rollers and frame in order. Overhauled the machinery of all 4 gates.

Bridge No. 10 and Lock No. 24.

Put in 2 new cedar planks at ends of bridge. Put down new planks 60 feet in length by 6 feet wide on each approach. Put in 12 feet of one quarter inch iron rod to meet bolts. Repaired the hinge locks; set 2 cams after repaired and cut away stonework for do; tightened gearing. Straightened floor, adjusted stone with latch on.

Grand Trunk Railway Bridge No. 11.

Packed rollers and fastened them under bridge. Tightened screws, raised wheel; put in 1 new steel pin $14 \times 2\frac{1}{2}$ for travelling wheel on centre track; set 2 cams.

Removed all the old waling from the piling, drove 119 new piles, bolted on new walings throughout and put on 2 iron plates at knuckles 7 feet long, $12 \times \frac{1}{2}$ inch thick. Put up new signal; repaired floats three times; repaired bridge work damaged by Str. "Tecumseh."

Lock No. 25 and Level.

Repaired waling on lower left hand gate, and put new foot board on do., with its attendant gearing. Repaired 4 slide rods; 2 new water wheels; repaired 1 slide rod; adjusted all 4 gates and put roller and frames in order.

Repaired 5 cables and put in 3 new ones; repaired shutting chains four times and crab gear five times; repaired floats three times and extension steps four times. Took a fender from under lock gate three times; straightened 2 snubbing posts and put down five new ones.

Guard Lock No. 26 and Level.

Put in 3 new cables and repaired 2 old ones; repaired lifting rod with diver; put in 1 new adjusting screw; straightened 3 snubbing posts and put in 4 new ones; cleaned out culverts under canal at Higgins and Davis'.

Marlatt's Bridge, No. 13.

Repaired floats 7 times and put in 4 new chains and 8 eye bolts; repaired lock on bridge three times; put chain around piles twice; cleaned out drains on hill and tow paths. Took off old decayed and put on new walings on cluster piles and under the bridge; drove 3 guard piles, 36 feet long and bolted them and bound with chain; put 3 upright guard timbers on crib. Cut off ends of all the stringers at one end of bridge; set 3 cams; refitted bridge lock shortened, weirs; fitted head of double gear to receive the line; tightened gearing and block and adjusted cams.

Made extensive repairs to superstructure of bridge after broken by steamer "Blanchard." Took it apart and staightened chord. Put new iron in centre of bridge, and new floor on 3 new stringers. Two new cams and plates put on.

Hoover's Creek Bridge, near Lock No. 24.

Planked the bridge over and repaired the stop-rack.

Bridge at Lock No. 25.

Repaired the gearing and cut away the stonewash to admit of bridge swinging.

No. 3 Division—Allanburgh to Welland Aqueduct.

Searched for obstructions on bottom of canal with diver, and removed several near Quaker bridge.

Cleaned out all ditches between the above points from time to time as required. Also graded and levelled tow-path and heel-path, and filled up several tow-path slips along deep cut and put in six drains where required.

Took out and put in 24 new snubbing-posts. Built steps for watchmen at Allanburgh old locks. Repaired stonewall at Round's Creek west of Quaker bridge. Put in 5 snubbing-posts east side of canal at Port Robinson. Graded road top of deep cut and put in old timber culverts to carry water away from deep cut slopes. Assisted in stopping the leak at the supply weir, Allanburgh. Dragged or swept the canal near Allanburgh and took out 2 large sticks of timber. Let in projecting bolt-heads, Port Robinson and Quaker bridges. Set 6 snubbing-posts south of Quaker bridge, north side built bridge over ditch near same. Painted snubbing-posts. Repaired old protection cribwork head of old lift lock, Allanburgh. Repaired cistern and plastered house at old bridge, Allanburgh. Took drain pipes to Welland. Raised up level of tow-path between old and new canal, Allanburgh, and between old lift lock, and old swing bridge at same. Repaired and raised old swing bridge at Allanburgh twice. Removed obstructions from behind lock gates at Port Robinson. Filled up with earth and sods around the bridgetender's house at Allanburgh, and repaired the supply water bridges at same. Cleaned out the stone road ditch several times. Repaired steps at Port Robinson Ferry. Drew 45 piles out of the new canal pond at lock 11 and dressed and rafted them, and took to Allanburgh bridge, loaded the crane scow and pile-driver "Hercules" with 2 M. feet lineal oak waling and towed her to Allanburgh bridge approaches, then cut down the piling to altered level throughout, and drove the new piles, after taking off the dressed walings, and put on the new walings and lowered the braces leading to the banks, and cut new seats in the stone wings; walls to receive the ends of the brace timbers. Took raft of 35 pile tops from Allanburgh to gate yard, lock 21, to make snubbing-posts.

Put down one new crib foundation at Allanburgh lift lock and put down new floors in 2 of the locktenders' houses at that place. Towed the crane scow "Hercules" from Allanburgh to Port Robinson, and put her on the dry dock and repaired the rakes and sides. Repaired the plastering and cistern at bridgetender's house, old canal, at Allanburgh, and shingled the house.

Rebuilt the pile and waling protection to the centre pier at east end of Quaker bridge, broken by steamer "Hubbard," and repaired the protection piling to the Allanburgh swing bridge, broken by the "Escanaba."

Built 2 coffer dams at Allanburgh supply weir to shut off the supply; pumped out bottom of weir; dug out to the bottom and behind the abutment walls; put in concrete foundation and repuddled the back of walls, and grouted and painted the stonework. Laid new double floor forming the apron, replaced the breast timbers, and put new timber on bridge, and repaired and replaced the valve gear and iron rack in front of weir, removed the coffer dams and left all complete.

No. 4 Division.—Welland Aqueduct to Port Colborne.

Cleared out and deepened where necessary the back ditches of canal bank ditches both sides of canal throughout, also the outlet of the back ditch at Port Colborne to the lake, and repaired and made safe the various bridges across ditches, graded and levelled tow path wherever necessary.

Repaired locks, locktender's house. Painted snubbing post, hauled out drift wood from canal and ditches at various places. Lowered lap aprons on Air Line ferry. Repaired floats on numerous occasions on the rock cut and at Welland and Junction bridges. Repaired slide in canal slope west of Air Line bridge. Repaired plank approaches and over Port Colborne bridge. Cleaned and limed public privy at Port Colborne, built up stonewall to form side of outlet to back ditch adjoining Humberstone bridge, west side, repaired Cleary's tool boat, and the approaches to Humberstone

bridge, and filled in Mr. Morrison's ditch. Built a cistern at Locktender Henshaw's house. Unloaded car of lumber and piled in Government store yard. Rebuilt small punt boat for aqueduct at Welland. Got out stone to load Government boat for lower part of canal. Repaired road on west side between Air Line and Junction.

Renewed and put vaults under public privy on west side of harbour. Repaired stone breakwater west side of harbour. Dug out sand and rubbish back of east pier near small lighthouse and filled in with clay; built chimney in lock-house No. 26. Repaired chimneys on J. Cook's house and plaster on J. Henshaw's. Reset snubbing posts. Put in check timber in Port Colborne lock. Repaired entrance to culvert at concession 3 outlet. Loaded Government boat at Welland with large stone for lock 15 wall. Ditched and filled holes at slide for drainage works of Air Line bridge works. Repaired Air Line ferry landing of the scow, and also the winter floating bridge. Repaired harbour ferry punt and that for "Alabama" scow. Repaired bridge across mill race west of Welland and across the north end of Brown's ditch. Built new steps leading to float bridge at Welland and placed same in position and put handrail complete. Repaired streets with stone north of Welland Bridge on the east and west sides.

Repaired mouth of culvert west side of concession 3, and repaired and raised sunken tow path at Lyon Creek twice. Hauled brush and placed in position to prevent sand from blowing into this harbour at Port Colborne and scraped sand from behind protection fence at same. Placed winter float bridges in position at Welland at Air Line ferry, and removed them in spring on the opening of navigation. Gathered up tools and put away for winter. Pumped Air Line scow. Planked and put in stringers at Brown's bridge Chippewa Creek. Repaired approach to bridge across old canal west of Junction lock. Opened new ditch and put in culvert west of air line west side. Raised valves in supply weir, Port Colborne. Cleaned ice from front of culvert opposite Brown's ditch on Feeder and at other end also. Pumped out Cleary's boat that sunk at Welland. Repaired culvert west side Welland lock. Scraped and levelled tow-path, Welland to Humberstone. Searched for and took sunken timber out of harbour, north of Port Colborne lock. Repaired shafting in valve house. Put brace to lock block west end Port Colborne bridge. Chinking coping stone and levelling and filling holes west side canal between Port Colborne and Humberstone, wheel secured on to scow "Sir Charles" for Allanburgh supply weir. Repaired stonewall east side of harbour. Cleaned junction lock. Took aprons off winter Air Line float bridge. Repaired Port Colborne lock gill. Unloaded stone off scow "Sir Charles" for Adelaide and Calais. Repaired abutments of G. T. R. bridge Port Colborne. Repaired road from Junction Lock to canal bridge. Repaired culvert at junction on the east side.

Rebuilt the pile and wall approaches to the Junction bridge on the south side and also on the west side. Took raft of snub timber cut off from the piles at Junction bridge and surplus piles to the gate yard, lock 21, and took them out, and skidded them, also a load of wood for fuel for Port Dalhousie.

OLD WELLAND CANAL.

DETAILS OF WORKS DONE ON REPAIRS AND MAINTENANCE FROM 1ST JULY, 1892, TO
30TH JUNE, 1893.

Lock No. 1, Bridge and Level.

Repaired and put in place six oak bumpers to protect lock gates from the steamers guards (side wheel) when passing through the lock, also got out and bolted new glide timbers adjoining stone projections for similar protection. Fifteen new piles driven along weakened part of floating tow-path, and patched and repaired same in several places.

Lock No. 2 and Level.

Built temporary bridge across canal at St. Paul's bridge, 16 x 120, and removed wooden tow-path under the bridge, drew the piles and widened the canal 2 feet by 150 feet, re-drove the piling and replaced the tow-path, and removed temporary bridge guy. Repaired the tow-path bridge across the 12 Mile Creek injured by a schooner. Repaired the floor of St. Paul street bridge, and newly planked it several times. Repaired sidewalks, part of which were injured. Formed, graded and macadamized the new road approaches to new lock to bridge at each end of same. Put pipe drain across road with stone cesspit and iron grating. Drove piles along edge of canal bank to carry beams for and building new sidewalk and fence along the new road on north side.

Repaired old swing bridge across Chaplin's race several times, also float bridge part of lock 2. Replanked tow-path bridge near basket factory. Painted St. Paul street bridge and approaches, two coats. Put 38 feet of cable on lock, 2 gates. Repaired banks where needed.

Lock No. 3 and Level.

Put on piece of oak coping at foot gate. Replanked tow-path floats; put one slashboard on weir, and repaired the gearing of the weir. Excavated pier and filled up hole under apron of weir with 8 cords of stone, and then double-planked the apron of same. Repaired cables on lock.

Lock No. 4 and Level and Bridge.

Painted swing bridge, two coats. Repaired and patched tow-path float at head of lock. Dug out for, repaired leak in bank near Neelon's mill. Repaired bridge platform. Replanked heel-path bridge, foot of lock 5.

Hydraulic Race.

Overhauled and renewed parts of bridge across race at Thorold road, and framed and put up a new truss for abutment. Took down old retaining wall for about 200 feet in length adjoining above, and rebuilt it. Excavated for and stopped leak in bank back of Holden's on two occasions, and drove sheet piling for future protection. Stopped leak in bank south side of aqueduct; kept raceway clear of ice during winter months, also the several weirs along canal.

Lock No. 5 and Level and Bridge.

Repaired push bar weir, also the spring lock on bridge.

Lock No. 6 and Level.

Took off old and put on new cable to lock gate. Replanked bridge at the head of the lock.

Lock No. 7, and Bridge and Level.

Put one new roller on weir, and repaired and reset the rest. Replanked the heel approach to swing bridge.

Lock No. 8 and Level.

Repaired foot board in lock and 3 weir rollers; put on one piece of wooden coping to replace rotten piece and backed it; reset push bar sluice, replanked the weir bridge.

Lock No. 9 and Level.

Fastened down the weir apron planks into long old gate bars and rag-bolted same to timber underneath.

Lock No. 10 and Level.

Removed the lock shanty from lock 11; fastened down the apron planks same as lock 9; put on new foot board with its attendant gearing; relaid and double-planked half the apron of weir.

Lock No. 11 and Level.

Put on new slashboard on weir and repaired chains and rollers of same, and stopped leak in weir bank; repaired the foot-board of lock.

Lock No. 12 and Level.

Repaired the foot-board of lock; repaired heel-path bridge, and put in 12 new planks; put gate in weir; removed old sunken scow obstructions from front of weir.

Lock No. 13 and Level.

Repaired leak in bank at weir; put in one new wooden gate bed; pointed wing wall with cement.

Lock No. 14 and Level Bridge.

Nil.

Lock No. 15 and Level Bridge.

Repaired culvert leading to bridge; stopped leak in bank near cotton factory on two occasions, and painted wing walls in corner; stopped leak in bank near Wilson's power house; drew down level and put one new gate in the weir; put on new hand railing to weir and slashboards.

Lock No. 16 and Level.

Repairing extensive leak in embankment by sheet piling and puddling same and put a new slashboard to weir; rebuilt float bridge on heel-path side; repaired 3 weir bars.

Lock No. 17 and Level.

Put in two new slashboards on weir and prepared chain beds, also two weir rods; repaired leak east side pulp mill; painted wing wall and corner; repaired 2 more leaks on same level; repaired floor-bridge and repaired truss foot-bridge and put on handrail.

Lock No. 18 and Level.

Put new handrailing over weir; repaired 2 weir rods and put on 4 foot board beams to lock gates, and 1 eye bolt on balance beam.

Lock No. 19 and Level.

Repaired leak in bank near Goose Island bridge; repaired the steps leading to Government houses, also the garden fence.

Lock No. 20 and Level.

Repaired wire cable on lock safe and push bar sluice; repaired weir bridge.

Lock No. 21 and Level.

Repaired retaining wall on heel-path side.

Lock No. 22 and Bridge Level.

Rebuilt heel-path bridge 12x18 across raceway to knitting mill; replaced the weir bridge; repaired Keefer's bridge, planking from time to time.

Lock No. 23 and Level.

Stopped leak in north side of weir bank and pointed every wall with cement; repaired the weir bridge.

Lock No. 24 and Bridge and Level.

Raised the road bridge at Hart's Alley across rail leading to Welland Mills. Repaired the swing bridge and put in new latch and turnbuckle. Stopped leak, both sides of wall. Pointed the west walls with cement. Rebuilt two walls along Howland mill race under road bridge and renewed plank on swing bridge on various occasions.

Lock Part 25 and Level.

Repaired leak in weir, also leak in mill race near Battle cement mill. Pointed wing walls with cement. Stopped leak at Higgin's weir and pointed wing walls with cement. Took up all rotten timber and replanked same with double new planks, 26 x 30, and rag-bolted all down to timber below.

Repaired the coping timber of lock and put in 30 feet lineal of new board and reset the push bar, sheave, etc.

Gate Yard and Repair Shops, Lock No. 21.

Removed the two-story store house from yard at lock 7, and set it up on blocks, and fitted it up inside for store house, etc. Repaired the derrick scow from No. 3 division. Put in 1 new rake and new wales and caulked deck. Stripped 2 pairs of old lock gates to rebuild for lock 13, and hauled them out on to ways. Took towboat "Hinton" from Allanburgh and drew her out on to ways, and rebuilt the rakes and put in new ledge of caulker and repaired her throughout, painted her and took her to Allanburgh. Rebuilt 11 wheelbarrows. Made 1 square pump, 8 x 8 feet. Turned 13 new snubbing posts. Finished one pair of rebuilt lock gates for lock 13 and launched them. Put 4 sluice gates with crab rollers and chains to work them in the foot gates of Allanburgh lock.

Feeder Division.

Owing to the extraordinary freshet in spring, large quantities of drift wood and rubbish of every imaginable description came down from the headwaters of Grand River and lodged in front of waste weirs and along the west side of the embankment dam at Dunnville. These were with much trouble passed down over the aprons to the river below.

The swing bridges were all properly balanced and tracks levelled where disturbed by action of frosts. All worn out and rotten planks and fenders were removed and replaced with new ones, and the approaches filled up with gravel and stone, set to level of bridge planking.

The mitre sills of Dunnville, Point Muirhead and Junction locks have been cleaned, and the gates received required repairs; benches and valves cleaned. The feeder channel has been thoroughly searched and sunken logs and other obstructions have been removed.

Driftwood and rubbish carried down the ditches of the lowlands during the spring flood and lodged in front of culverts have been all taken out, piled and burnt, and the aprons and approaches to Cranberry Creek and Marshville culvert have been thoroughly repaired and mill holes cleaned out. Logs and brush removed from back ditches. The flood gates of waste weir and in dam have been kept in a good state of repair and worn out and broken planks in aprons removed and renewed with new ones.

All rut holes along the path have been filled up from time to time with stones and gravel between Dunnville and Marshville, also repaired the slopes of banks where much washed out by stone hauled from Humberstone stone piles. The slope of canal was cut back at the bridge at the Inmore side line to allow the float bridge to drop back in rear of the west approach out of the way of barges passing through. The supply of water has been equal to the demands for all the mills throughout.

Took the new bridge from the gate yard, lock 21, old canal, up to Petit road, with piles, walings, etc., and put up the bridge on stone pier, cut down the waste bank and graded approaches to the same on each side.

Repaired road approaches leading to the Fork road bridge and painted the stone pier supporting the same.

A suitable bridge was erected across the Feeder on a stone pivot pier of proper size at the Bird road crossing, and approaches were made to it on each side of canal and the bridge was painted one coat.

GENERALLY.

All thistles and various weeds on all divisions were cut at proper season on all Government property wheresoever situated. All bridges were blocked up for winter and opened in spring.

There has been collected from masters and owners of steamers for damages done to Government works on this canal during the fiscal year ending the 30th June last, the sums mentioned on the appended sheet marked A, for which I hold the receipts of the canal toll collectors therein mentioned.

I also append statements marked "B" and "C" showing the highest and lowest depth of water on mitre sill, old and new lock No. 1, Port Dalhousie, and the old and new locks at Port Colborne in each month during the fiscal year ending 30th June, 1893.

WILLIAM ELLIS,
Superintendent.

WELLAND CANAL OFFICE,
Sept. 12th, 1893.

“A.”

STATEMENT showing amounts collected from Vessels and Steamers for damages to Government Works on Welland Canal during the fiscal Year ended 30th June, 1893.

Date paid.	Name of Vessel or Steamer.	For use of Government Plant.	Amount fined.	Amount Damages.
1892.				\$ cts.
Nov. 12....	Steamer Hibbard.....			125 00
do 12....	do John Ruger.....			17 09
1893.				
April 24....	do F. R. Prince			6 40
.....	do W. R. James			12 30
.....	do Governor Smith.....			14 08
May 9.....	do A. Everett.....			40 00
do 29....	do New Orleans.....			100 00
do 25....	do Alconas.....			200 00
do 25....	do Blanchard.....			130 00
June 13....	Barge Augustus.....			4 50
do 15....	do do			25 00
	Total.....			674 37

Handed W. B. Clark, Collector, Port Dalhousie, 12th November, 1892.....	\$ 142 09
do H. H. Collier do St. Catharines, 24th April, 1893.....	32 78
do do do do 9th May, 1893.....	40 00
do do do do 7th July, 1893.....	459 50
Total.....	\$674 37

“B.”

STATEMENT showing the Highest and Lowest depth of Water on Lower Mitre Sill, Lock No. 1, Old Canal, Port Dalhousie, for the Fiscal Year ending 30th June, 1893.

Month.	Lower Sill.		Month.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July.....	13 5	13 0	January ..	12 0	11 6
August.....	13 6	13 1	February ..	12 0	11 5
September.....	13 4	12 10	March	12 6	11 8
October.....	13 0	12 2	April	13 6	12 5
November.....	12 7	12 0	May	14 6	13 3
December.....	12 6	11 10	June.....	14 5	14 2

STATEMENT showing the Highest and Lowest depth of Water on Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the Fiscal Year ended 30th June, 1893.

Month.	Lower Sill.		Month.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July.....	16 4	15 11	January.....	14 11	14 5
August.....	16 5	16 0	February....	14 11	14 4
September....	16 3	15 9	March.....	15 5	14 7
October.....	15 11	15 1	April.....	16 5	15 4
November.....	15 6	14 11	May.....	17 5	16 2
December....	15 5	14 9	June.....	17 4	17 1

“C.”

STATEMENT showing Highest and Lowest depth of Water on Upper Mitre Sill of Old Lock at Port Colborne, Welland Canal, for Fiscal Year ending 30th June, 1893.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July.....	13 3	12 3	January.....	11 11	10 1
August.....	13 0	12 0	February....	11 5	10 0
September....	12 6	11 8	March.....	12 6	10 1
October.....	13 6	11 3	April.....	13 4	10 3
November.....	13 3	10 11	May.....	13 3	12 1
December....	12 9	10 3	June.....	13 4	12 5

STATEMENT showing Highest and Lowest depth of Water on Upper Sill of New Lock at Port Colborne, Welland Canal, for Fiscal Year ending 30th June, 1893.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July.....	16 2	15 2	January....	14 10	13 0
August.....	15 11	14 11	February....	14 4	12 11
September....	15 5	14 7	March.....	15 5	13 0
October.....	16 5	14 2	April.....	16 3	13 2
November.....	16 2	13 10	May.....	16 2	15 0
December....	15 8	13 2	June.....	16 3	15 4

APPENDIX No. 17.

ST. PETER'S CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
ST. PETER'S, 15th September, 1893.

SIR,—Herewith I beg to send my annual report for 1892-93, and in explanation of it, I desire to say that there was a parliamentary appropriation of \$8,000 on account of capital for the fiscal year for completing the new wharf at the southern end of the canal, but that wharf was actually completed on the 30th of June, 1892, although the final estimate was only sent in in August following, hence it would I assume, be paid out of the above mentioned appropriation for 1892-93, while it was completed in 1891-92. You will notice in my annual report that there was no work done in 1892-93, on account of "capital."

There was also the channel leading from the canal in Bras d'Or Lake, which was dredged out, by the Public Works Department, in July, 1892; at the request of Mr. McCordack, Superintendent of Dredges, St. John, N. B., I staked the work out, and superintended it, and certified to it when it was completed, but otherwise I had nothing to do with it, nor did I certify to any accounts in connection with it, so I therefore conclude I am not called to make any reference to it in my annual report, and consequently have not done so.

Yours obediently,

WILLIAM MCCARTHY,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Canals,
Ottawa.

SUPERINTENDING ENGINEER'S OFFICE,
ST. PETER'S, 15th September, 1893.

SIR,—I have the honour to submit the annual report of the works in my charge for the fiscal year ending June 30th, 1893.

The work to be executed on account of "income" consisted of completing the removal of the old retaining wall on the west side (1,650 ft. long), as well as the clay behind it, some 51,000 cubic yards, renewing the west tow-path wall in cedar, from one floor below water level to a height of 2 feet above the old wall, thereby dispensing with the necessity of fendering it, removing a point of rock on the tow-path, containing about 200 cubic yards, rebuilding 1,250 feet of road along the west bank of the canal, building about 500 lineal feet (250 cubic yards of dry stone wall between the bridge and the lock, on the west side, riprapping the spoil bank on the southern end of the canal (about 300 cubic yards), and erecting fifteen additional mooring posts, and on account of "revenue," repairing and painting the swing bridge, and repainting bridge masonry, repairing and painting lock gates, and repainting lock masonry, renewing and repairing fifty-eight hanging fenders, raising and repairing freight shed, grading around buildings, repairing and painting lockmaster's house, and outbuildings, clearing and re-sloping part of the east bank of the canal, fencing, repairing roads, reconstructing drains under waiting rooms, regravelling wharfs, etc., there was also some temporary under water repairs made to the track castings, that the gates were run on, &c.

The greater part of the foregoing are about completed, and what remains to be done will be fully completed early next month, the entire west walls (with the

exception of a small piece north of the swing bridge) can then be said to be in first class order, and (with perhaps occasionally some minor repairs) should last for fully twenty years. The tow-path wall, however, on the east side is badly decayed and as the rock behind it is very seamy and broken up, it will be necessary to renew the greater part of it, at an early date, to avert the danger of the rock behind it falling into the canal.

The under water portion of the lock, which I reported fully on last December, is as then explained, very badly worm-eaten, particularly the mitre sills and part of the flooring on the two ends that the gate castings rest on, and in consequence these castings are all more or less broken and out of line, the result being that the rollers refuse to turn, thereby imposing a strain on the winches and chains which they are not capable of sustaining for any lengthened period, besides the extra labour entailed in working them; in their present condition it takes from 4 to 5 men on a single winch, instead of two and already this season two of the winches were broken from overstraining. The gates too are more or less worm-eaten, from the bottom to low water level, and should be repaired at the same time as the mitre sills, the most of them, owing principally to the unevenness and general bad condition of the track castings on which they run, as already explained, are subjected to a severe strain at the collar where it joins the wall, which it was never intended they should have to bear, but on the contrary, should be borne by the "toe-rollers," hence some of the gates in addition to having cedars and "knees" badly strained from this cause are thrown out of plumb, and do not mitre close, but instead, one of them overlaps, thereby allowing a large quantity of water to pass between them, except when the two waters (Atlantic and Bras d'Or Lake) are level. The mitre sills, on the north end particularly, are very badly honey-combed by the worms, and liable if not attended to in time to break way sometimes when the pressure of the gates is on them, which would have the effect of stopping the traffic through the canal until it was repaired, it is therefore in my opinion requisite that the lock should be pumped out without unnecessary delay, and thoroughly repaired throughout, and to overcome the destructiveness of the worms, I would recommend that properly tested creosoted timber be used for that purpose.

There was no work done on this canal during the past year on account of "capital."

Navigation through the canal closed on the 9th of January, and opened again on the 24th of April last.

I have the honour to be, sir,
Your obedient servant,

WM. McCARTHY,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Canals,
Ottawa.

L

APPENDIX No. 18.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF INSPECTOR OF CANALS REVENUE,
HAMILTON, 21st November, 1893.

SIR,—I have the honour to report that during the fiscal year ending 30th June, 1893, I inspected all offices for the collection of tolls on the Dominion canals.

At dates of inspection detailed returns showing particulars of the revenue collected, were submitted to the department.

The aggregate receipts on account of canal revenue for the fiscal year 1892-93 are \$360,668.83.

For hydraulic and other rents, the receipts for the fiscal year are \$37,598.95.

The exhibit of revenue, classified by districts and offices under subdivisions of tolls, wharfage and storage charges, fines and damages, and other receipts, is as follows:—

WELLAND CANAL.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne.....	135,710 76			*61 12	135,771 88	72 00
Port Dalhousie.....	64,675 57		142 09	21 22	64,838 88	269 00
Dunnville.....	439 97				439 97	1,600 00
Port Maitland.....	6 80				680 00	
Port Robinson.....	477 05			†158 52	635 57	646 00
St. Catharines.....	766 39		72 78	‡164 50	1,003 67	2,863 26
Chippawa.....	29 91				29 91	
Totals.....	202,106 45		214 87	405 36	202,726 68	5,449 26

* Harbour dues. † Dock dues. ‡ House rent, rent of plant.

ST. LAWRENCE CANALS.

Valleyfield.....	1,132 46	*18 75	15 00		1,166 21	1,707 50
Cornwall.....	19,348 36		10 00		19,358 36	800 00
Cardinal.....	788 50		70 00		858 50	2,661 50
Lachine.....	2,066 41	{ *19 00 18 39 }		†1,612 43	3,716 23	
Montreal.....	28,515 28	2,686 95	29 00	13,327 55	44,558 78	24,204 14
Kingston.....	15,349 83				15,349 83	
Totals.....	67,200 84	2,743 09	124 00	14,939 98	85,007 91	29,373 14

* Bank dues. † Basin dues.

CHAMBLY CANAL.

Chamblly.....	9,651 00		15 00	1 00	9,667 00	80 00
St. Johns.....	11,461 90				11,461 90	50 00
St. Ours.....	723 30		5 00		728 30	
Totals.....	21,836 20		20 00	1 00	21,857 20	130 00

REVENUE, by districts, of wharfage, fines, &c.—*Concluded.*

OTTAWA RIVER CANALS.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ottawa.....	22,786 40				22,786 40	
Grenville.....	16,704 65			16 00	16,720 65	*18 00
Carillon.....	84 01		5 00	12 00	101 01	†3 00
Ste. Anne's.....	1,586 93		5 00		1,591 93	
Totals..	41,161 99		10 00	28 00	41,199 99	21 00

RIDEAU CANAL.

Ottawa.....	3,486 68	186 32		172 00	3,845 00	1,324 25
Kingston Mills.....	1,066 03				1,066 03	1,047 60
Smith's Falls.....	668 74	4 00	13 00		685 74	190 70
Totals.....	5,221 45	190 32	13 00	172 00	5,596 77	2,562 55

* House rent. † Ground rent.

ST. PETER'S CANAL.

St. Peter's	2,948 18				2,948 18	
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MURRAY CANAL.

Brighton	619 94				619 94	
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TRENT VALLEY CANALS.

Burleigh Falls.....	61 07				61 07	
Bobcaygeon.....	336 09			44 00	380 09	
Fenelon Falls.....	26 36				26 36	54 00
Hastings.....	23 55				23 55	
Peterboro'.....	147 57				147 57	9 00
Buckhorn.....	73 52				73 52	
Total.....	668 16			44 00	712 16	63 00
Grand Totals.....	341,763 21	2,933 41	381 87	15,590 34	360,668 83	37,598 95

These receipts were balanced by bank remittances in favour of the Receiver General.

I have the honour to be, sir,
Your obedient servant,

H. B. WITTON,
Inspector of Canals.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals.

APPENDIX No. 19.

RAILWAYS SUBSIDIZED IN CASH, RAILS OR LAND.

List of Railways receiving a cash subsidy per mile, in a lump sum, or 1½ per cent on cost of Tunnel or Bridge; showing the amount of Subsidy granted to each,—amounts paid up to 30th June, 1892,—during the Year ended 30th June, 1893, and during the three months ended 30th September, 1893, respectively; also the total amount paid to the last named date.

No.	Name of Railway.	Estimated length in Miles.	Subsidy granted.	Total Subsidy paid up to 30th June, 1892.	Subsidy paid during the year ended 30th June, 1893.	Total Subsidy paid up to 30th June, 1893.	Subsidy paid up to 30th Sept., 1893.	Total Subsidy paid up to 30th Sept., 1893.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Albert Southern.....	16	51,200 00	50,460 00	.....	50,460 00	.....	50,460 00
2	Baie des Chaleurs.....	70	620,000 00	524,175 00	.....	524,175 00	17,325 00	541,500 00
3	Beauharnois Junction.....	30	96,000 00	58,900 00	.....	58,900 00	.....	58,900 00
4	Belleville and North Hastings.....	7	22,400 00	21,888 00	.....	21,888 00	.....	21,888 00
5	Belleville and Lake Nipissing.....	30	96,000 00	.....	.....	.....	.....	.....
6	Bracebridge and Bayville.....	15	48,000 00	.....	.....	.....	.....	.....
7	Brantford, Waterloo and Lake Erie.....	18	57,600 00	52,810 00	.....	52,810 00	.....	52,810 00
8	Brockville, Westport and Sault Ste. Marie.....	60	192,000 00	105,200 00	.....	105,200 00	.....	105,200 00
9	Buckton and Moncton.....	32	102,400 00	67,020 00	.....	67,020 00	.....	67,020 00
10	Canada Atlantic.....	54½	314,400 00	282,355 20	.....	282,355 20	.....	282,355 20
11	Canada Central.....	120	1,525,250 00	1,525,250 00	.....	1,525,250 00	.....	1,525,250 00
12	Canadian Pacific.....	1,905	25,000,000 00	25,000,000 00	.....	25,000,000 00	.....	25,000,000 00
13	For extension of Canadian Pacific Railway.....	.....	1,500,000 00	1,500,000 00	.....	1,500,000 00	.....	1,500,000 00
14	Cap Rouge and St. Lawrence.....	12	38,400 00	.....	.....	.....	.....	.....
15	For a line Cape Tourmente towards Murray Bay.....	20	64,000 00	.....	.....	.....	.....	.....
16	Caraguet.....	67	224,000 00	224,000 00	.....	224,000 00	.....	224,000 00
17	Central Ontario Ry.....	20	64,000 00	.....	.....	.....	.....	.....
18	Central, N.B.....	44½	142,400 00	75,639 00	.....	75,639 00	.....	75,639 00
19	Cobourg, Northumberland and Pacific.....	49	156,800 00	.....	.....	.....	.....	.....
20	Cornwallis Valley.....	14	44,800 00	44,800 00	.....	44,800 00	.....	44,800 00
21	Columbia and Kootenay.....	35	112,000 00	88,800 00	.....	88,800 00	.....	88,800 00
22	Cumberland.....	14	44,800 00	39,850 00	.....	39,850 00	.....	39,850 00
23	Dominion Lime Co.....	7	22,400 00	15,360 00	.....	15,360 00	.....	15,360 00
24	Drummond County.....	63½	201,920 00	182,405 00	.....	182,405 00	.....	182,405 00
25	Elgin, Petterodiac and Havelock.....	12	38,400 00	.....	13,435 00	.....	.....	13,435 00
26	Erie and Huron.....	52	166,400 00	38,400 00	.....	38,400 00	.....	38,400 00
27	Esquimaux and Naininao.....	71	166,400 00	96,000 00	.....	96,000 00	.....	96,000 00
28	For a line Fredericton via Oromocto and Gagetown to New Brunswick.....	.....	750,000 00	750,000 00	.....	750,000 00	.....	750,000 00
29	Fredericton and St. Mary's.....	30	96,000 00	.....	.....	.....	.....	.....
30	Goderich and Wingham.....	1	30,000 00	30,000 00	.....	30,000 00	.....	30,000 00
31	Grand Trunk, Georgian Bay and Lake Erie.....	15	48,000 00	.....	.....	.....	.....	.....

List of Railways receiving a cash subsidy per mile, in a lump sum, or 15 per cent on cost of Tunnel or Bridge, &c.—Concluded.

No.	Name of Railway.	Estimated length in Miles.	Subsidy granted.	Total Subsidy paid up to 30th June, 1892.	Subsidy paid during the year ended 30th June, 1893.	Total Subsidy paid up to 30th June, 1893.	Subsidy paid up to 30th Sept., 1893.	Total Subsidy paid up to 30th Sept., 1893.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
32	Great Eastern	60	228,500 00	40,345 00	40,345 00	40,345 00	40,345 00	40,345 00
33	Great Northern	50	160,000 00	78,688 00	78,688 00	78,688 00	78,688 00	78,688 00
34	Guelph Junction	16	51,200 00	46,000 00	46,000 00	46,000 00	46,000 00	46,000 00
35	Harvey Branch	3	9,600 00	5,553 57	5,553 57	5,553 57	5,553 57	5,553 57
36	Hereford	49	156,800 00	156,800 00	156,800 00	156,800 00	156,800 00	156,800 00
37	International	49	156,800 00	156,800 00	156,800 00	156,800 00	156,800 00	156,800 00
38	Irondale, Bancroft and Ottawa	30	160,000 00	16,000 00	17,000 00	32,000 00	32,000 00	32,000 00
39	Jacques Cartier Union Ry. Co.		20,000 00					
40	Joliette to St. Jean de Matha	8	25,600 00					
41	Joggins	18 ³ / ₄	58,400 00	37,500 00	37,500 00	37,500 00	37,500 00	37,500 00
42	Kingston and Pembroke	15	48,000 00	48,000 00	48,000 00	48,000 00	48,000 00	48,000 00
43	Kingston, Napanee and Western	78	268,400 00	132,944 00	1,856 00	194,800 00	194,800 00	194,800 00
44	L'Assomption	3 ¹ / ₂	11,200 00	11,200 00		11,200 00	11,200 00	11,200 00
45	For a line from Lachine Bank to Rivière des Prairies	15	48,000 00					
46	Lake Erie and Detroit River	85	342,400 00	118,400 00		118,400 00	42,482 00	160,882 00
47	Lake Temiscanque Colonization	68 ¹ / ₂	240,200 00	52,760 00	52,760 00	52,760 00	52,760 00	52,760 00
48	Leamington and St. Clair	16	51,200 00	51,200 00		51,200 00		51,200 00
49	Lindsay, Bobcaygeon and Pontypool	32	102,400 00					
50	Lotbinière and Mégantic	15	48,000 00					
51	Manitoulin and North Shore	30	96,000 00					
52	Massawippi Junction	25	80,000 00					
53	Maskinonge and Nipissing	30	96,000 00					
54	Montreal and Scerel	45	112,000 00	93,757 57	93,757 57	93,757 57	93,757 57	93,757 57
55	Montreal and Champlain Junction	63	103,600 00	88,500 00	15,100 00	103,600 00		103,600 00
56	Montreal and Western	70	361,270 00	108,396 00	133,888 00	241,784 00	75,700 00	317,484 00
57	Montreal and Lake Maskinonge	13 ¹ / ₂	42,200 00	41,280 00		41,280 00		41,280 00
58	Montreal and Ottawa	60	192,000 00	49,960 00		49,960 00	23,640 00	73,600 00
59	Montfort Colonization	21	67,200 00					
60	New Brunswick and Prince Edward	31	118,400 00	113,440 00		113,440 00		113,440 00
61	New Glasgow Iron, Coal and Railway Co.	12 ¹ / ₂	40,000 00	32,945 84	32,945 84	32,945 84		32,945 84
62	Nicola Valley	25	80,000 00					
63	Nipissing and James Bay	100	320,000 00			312,000 00		312,000 00
64	Northern and Western	110	1,320,000 00			1,320,000 00		1,320,000 00
65	Nova Scotia Central	80	256,000 00			230,700 00		230,700 00
66	Ontario and Pacific	53 ⁵ / ₈	172,400 00					
67	Ontario, Belmont and Northern	10	32,000 00					
68	Ottawa Mountain	31	192,200 00	32,000 00		32,000 00	251,840 00	344,800 00

DEPARTMENT OF RAILWAYS AND CANALS.

No. 2.—STATEMENT showing Railways receiving Cash Subsidies (not included in Statement No. 1), of fixed amounts, payable Annually or Semi-annually for fixed periods of years, or Interest, in place of or until the Capital granted be paid.

Year.	Designation of Act.	Succession Number on List of Subsidy Grants.	Description of Lines subsidized.	Miles subsidized.	Amount of Subsidy voted.	Amount of Instalment.	Date and Number of Instalment paid.	Total paid.
1885-48-49 Vic., c. 58.		63	International Railway Co. (Atlantic and North western), Montreal to Harbours of St. John and Halifax	252	\$ cta.	\$ cta.		\$ cta.
1882-45 Vic., c. 55.						93,300 00 per ½ year for 20 years.	30th June (8)	746,400
1886-49 Vic., c. 18.		5	Chignecto Marine Transport Ry. Co., Ship Railway — Gulf of St. Lawrence to Bay of Fundy.	17		do 20 do ..	Nil.	Nil.
1890-53 Vic., c. 2.		171, 198, 230	Kingston, Smith's Falls and Ottawa Railway Co.	56	179,200 00	do 21 do ..	do	do
1892-54-55 Vic., c. 5.		244						
1888-51 Vic., c. 3.		219	Quebec Central Railway Co.	38	288,000 00	do 20 do ..	do	do
1890-53 Vic., c. 3.								
1889-52 Vic., c. 3.		176, 190, 285	St. Catharines and Niagara Central Railway Co.	34	+108,000 00	do 20 do ..	do	do
1890-53 Vic., c. 2.		18, 19	Provincial Government of Quebec—					
1892-55-56 Vic., c. 5.			Montreal to Quebec.	159 miles = \$ 954,000				
1884-47 Vic., c. 8.			do Ottawa.	120 do = 1,440,000	279 2,394,000 00	*59,850 00	do (17)	1,017,450
			Total.	676				

* Annual interest at rate of 5 per cent; interest only paid, subsidy still due.

+ \$800 short voted in amount specified under the Acts 52 and 53 Vic., as being replaced by the Act 55-56 Vic., c. 5

No. 3.—STATEMENT showing Railways subsidized by the Grant of Loans.

Succession No. of List of subsid- ized Grant.	Year.	Designation of Act.	Description of Lines subsidized.	Amount of au- thorized Loan.	Amount of Loan paid to the Company.	Amount of Loan undrawn.
			<i>Loans.</i>	\$	\$ cts.	\$ cts.
95	1886	49 Vic., c. 10.	Albert Railway Co., Salisbury to Hopewell...	15,000	14,725 56	274 44
165	1889	52 Vic., c. 3.	Fredericton and St. Mary's Bridge Co.	300,000	300,000 00	.....
17	1883	46 Vic., c. 26.	St. John Bridge and Railway Extension Co.	500,000	433,900 00	66,100 00

No. 4.—STATEMENT showing Railways subsidized by the Grant of certain used Iron Rails valued at the amount set forth, and aid for services performed in transporting men, supplies, material, mails, &c.

Succession No. of List of subsid- ized Grant.	Year.	Designation of Act.	Tons of used Rails.	Standing in Public Accounts as an Asset.	Paid.	Still due, 30th June, 1893.
				\$ cts.	\$ cts.	\$ cts.
143	1888	51 Vic., c. 3.	Central Ry. Co. of New Brunswick...	4,052	83,612 54	83,612 54
144			Elgin, Petitoodiac and Havelock Ry.	2,201	44,252 82	44,252 82
145			Kent Northern Railway of New Brunswick.....	2,549	58,334 27	58,334 27
146			Halifax Cotton Company Siding....	233	4,335 00	4,335 00
147			Steel Company of Canada.....	597	11,964 66	11,964 66
148			Albert Railway Company.....	726	14,665 45	14,665 45
149			Chatham Branch Railway.....	958	24,439 84	24,439 84
			Total.....	241,604 58	152,305 20	89,299 38
185	1889	52 Vic., c. 5.	Special Act—Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company.	For transport of men, supplies, materials, and mails for 20 years, \$80,000 per annum.		
230	1890	52 Vic., c. 5.	Special Act—Calgary and Edmonton Railway Company.....	do	do	

No. 5.—STATEMENT showing Railways subsidized by Grants of Land.

Succession Num- ber on List of Subsidy (Land) Granted	Year.	Act.	Line subsidized.	Acres per Mile.	Estimated Number of Miles.	Total Grant. — Acres.
22	1889.. 52 Vic, c. 4.		Alberta Railway and Coal Co., from Lethbridge to International boundary.	6,400	50	320,000
25	1890.. 53 Vic, c. 3.		Alberta and Athabasca Ry. Co., from point on Bow River on C.P.R., or between Calgary and Crow Foot Creek to Town Plot at Edmonton	6,400	300	1,920,000
10	1887.. 50-51 Vic, c. 23		Brandon and South-western Ry. Co., from point in Township 1, Range 23 or 24, west of 1st Principal Meridian, to Deloraine	6,400	17	108,800
19	1890.. 53 Vic, c. 4		Calgary and Edmonton Ry. Co.	6,400	190	2,176,000
21	1890.. 53 Vic, c. 4		From Calgary to a point at or near Edmonton	6,400	150	
17	1890.. 53 Vic, c. 4		From Calgary to a point on International boundary	6,400	340	
18	1890.. 53 Vic, c. 4		From Glenboro' westerly to point on branch from Brandon running south-westerly	6,400	60	384,000
20	1890.. 53 Vic, c. 4		Branch from near Brandon on C.P.R. to near Township 3, Range 27, west of 1st Principal Meridian; also from Township 3, Range 27, west of 1st Principal Meridian to Deloraine.	6,400	100	800,000
7	1889.. 49 Vic, c. 11.		In addition to subsidy grant to line from Brandon, and extension of branch from western end of 100 miles from point La Roche Perce, situated in Township 1, Range 6, west of 2nd Meridian.	6,400	25	
16	1889.. 52 Vic, c. 4.		Canadian Pacific Ry. Co.	6,400	60	384,000
23	1890.. 53 Vic, c. 4.		North-west Central Ry. Co., from Brandon to Battleford	6,400	450	2,880,000
20	1890.. 53 Vic, c. 4.		Lake Manitoba Ry. and Canal Co.	6,400	17	908,800
1885	48-49 Vic, c. 60.		From Portage la Prairie to Lake Winnipegosis, or near Meadow Portage	6,400	142	
1886	49 Vic, c. 11.		Lac Seul Ry. Co., from point near Shelley Station, C.P.R., to a point near White Mud Lake on Winnipeg River.	6,400	125	115,200
3	1885.. 48-49 Vic, c. 60.		From Portage la Prairie to crossing of River Saskatchewan, 20 miles from Prince Albert.	6,400	18	3,046,400
27	1881.. 54-55 Vic, c. 10.		Manitoba and North-western Ry. Co.	6,400	476	
28	1881.. do		From near Todburn to the Assiniboine River near Shellmouth	6,400	28	
24	1890.. 53 Vic, c. 4.		Manitoba South-western Colonization Ry.	6,400	150	1,396,800
12	1887.. 50-51 Vic, c. 23.		In addition to and to complete distance constructed.	6,400	62	
15	1889.. 52 Vic, c. 4.		Carmen to Barnsley	6,400	64	
2	1885.. 48-49 Vic, c. 60.		Manitoba South-eastern Ry. Co., Winnipeg southerly or south-easterly to west side of Lake of the Woods	6,400	110	704,000
9	1887.. 50-51 Vic, c. 22.		Medicine Hat Ry. and Coal Co., from at or near Medicine Hat to Coalfield, Township 12 and 13, Range 6, west of 4th Meridian	6,400	8	51,200
13	1887.. 52 Vic, c. 4.		North-western Railway of Canada	10,000	210	3,900,000
			Also Calgary to Lethbridge	10,000	120	418,000
			North-western Coal and Navigation Co.	3,800	40	4,400
			do	2,600	110	2,860,000
			do			
			Dunmore Station to Lethbridge or Belly River			

5	1885..	48-49 Vic., c. 60.	Qu'Appelle, Long Lake { From near Regina to navigable waters of Long Lake.	6,400	22	347	2,220,800
11	1887..	50-51 Vic., c. 23	and Saskatchewan Ry. { From, at or near Laketon, to Elbow of North Saskatchewan,	6,400	325		
14	1889..	52 Vic., c. 4.	and Steamboat Co. { with branches to Prince Albert and Battleford				
26	1891..	54-55 Vic., c. 9.	Red Deer Valley Ry. and { From Cheadle Station, C.P.R., to point near Township 29,	6,400	55		352,000
1	1894..	47 Vic., c. 25	Coal Co. { Range 23, west of 4th Meridian.	6,400	225		1,440,000
1	1894..	47 Vic., c. 25	Winnipeg and Hudson { Winnipeg to Hudson Bay and branch (In Manitoba, Div. A.	12,800	425	900	5,540,000
1	1894..	47 Vic., c. 70	Bay Ry. and Branch.. { north end Lake Winnipeg to Mani- { N.W.T., Div. B.	6,400	250		1,600,000
8	1896..	43 Vic., c. 59	Wood Mountain and Qu'Appelle Ry. Co., from Wood Mountain via Qu'Appelle and Fort				
		49 Vic., c. 11.	Qu'Appelle to the Manitoba and North-western Railway.	6,400	240		1,536,000

APPENDIX No. 20.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1893.

1. SUBSIDIZED RAILWAYS.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11326	Thousand Islands Railway Co.	30th Nov., 1892.	From Gananoque Junction, on company's line, to a point connecting with the Brockville, Westport, and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or waters of Rideau Canal, and an extension across mouth of Gananoque River.
11327	Ontario, Belmont and Northern Railway Co.	9th March, 1893.	From Belmont iron mines to Junction, in Hastings, of Central Ontario Railway and Canadian Pacific Railway.
11342	Ottawa, Arnprior and Parry Sound Railway Co.	8th Nov., 1892.	From Barry's Bay towards the Northern Pacific Junction Railway.
11384	Lake Erie and Detroit River Railway Co.	20th Dec., 1892.	From Cedar Creek to Ridgetown.
11362	New Glasgow Iron, Coal and Railway Co.	23rd Nov., 1892.	From Eureka Junction on I. C. Railway to Sunnybrae.
11177	Manitoba and South Eastern Railway Co.	3rd June, 1892.	<i>Land Subsidy</i> —From Winnipeg to N.W. angle of Lake of the Woods.
11452	Philipsburg Junction Railway and Quarry Co.	27th Feb., 1893.	From Stanbridge Station to Philipsburg.
11463	Terminal City Railroad Co.	25th do 1893.	To connect Eastern Extension Railway with Middle Milford, to Strait of Canso (not subsidized).
11533	Montfort Colonization Railway Co.	16th May, 1893.	From St. Sauveur to Montfort and westward.
11544	Red Deer Valley Railway and Coal Co.	17th June, 1893.	<i>Land Subsidy</i> —From Calgary to Township 29, R. 23, W. of 4th Meridian.
11554	Lotbinière and Megantic Railway Co.	17th July, 1893.	From a point near St. Jean Deschaillons for 15 miles towards Glen Lloyd.
11568	United Counties Railway Co.	19th Aug., 1893.	Iberville to St. Hyacinthe and towards Sorel.
11386	Kingston, Napanee and Western Railway Co.	18th Sept., 1893.	Harrowsmith to Sydenham.

2. INTERCOLONIAL RAILWAY.

11377	Grant & Ross.	18th Oct., 1892.	Dwelling apartments at Cedar Hall Station.
11380	G. S. Mayes.	26th do 1892.	Cribwork, York Point, St. John, N.B.
11381	J. F. Teed.	27th do 1892.	Tanks at Elmsdale, West River and Calhoun.
11383	J. Matheson & Co.	14th Nov., 1892.	Ferry steamer for Strait of Canso.
11405	James Brown.	23rd do 1892.	Station at Acadieville, N.B.
11407	Cumberland Railway and Coal Co.	20th June, 1893.	Supply 55,000 tons of coal.
11413	Dussault and Piton.	29th Nov., 1892.	Transshipping goods at Chaudière Junction.
11440	A. S. Ross & J. S. Ross.	23th Dec., 1892.	Farm crossing gates, &c.
11448	Barrow Hematite Steel Co., Limited.	1st March, 1893.	Supply steel rails for I. C. Railway.
11449	Jas. Watson & Co.	22nd Feb., 1893.	do do
11450	do	22nd do 1893.	do Windsor Branch.
11461	Jas. Fleuning.	28th Jan., 1893.	Steel bridge for Palmer's Pond, east of Dorchester station.
11504	City of St. John, N.B.	28th Feb., 1893.	Extension of I.C.R., harbour front of St. John, N.B.
11504a	do do	6th May, 1893.	Deed of land, &c., for do do
11507	Canada Bridge and Iron Co.	27th Feb., 1893.	Iron bridge on West River, near Antigonish.
11513	Dominion Bridge Co.	2nd Mar., 1893.	Steel bridges, west branch, Barney's River, Dewar's Mills.

APPENDIX No. 20.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1893—Continued.

2. INTERCOLONIAL RAILWAY—Concluded.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11523	Canada Bridge and Iron Co.	29th Mar., 1893.	Steel bridge, Ste. Croix River, Windsor Branch.
11532	Jas. Harris & Co. (Limited).	10th do 1893.	50 box freight cars.
11545	St. Lawrence Steam Navigation Co.	5th May, 1893.	Run steamer "Contest" between Rimouski wharf and mail steamers.
11553	Jas. Harris & Co. (Limited).	8th April, 1893.	2 2nd class sleeping cars.
11571	McManus & McDonald.	8th June, 1893.	Construct water front extension of I.C.R., at St. John.
11573	Jas. Brown	14th do 1893.	Construct 2 houses at Assametquagan, for section men.
11585	Max Ungar.	3rd July, 1893.	Laundry work for parlor, sleeping and official cars.
11588	Cumberland Railway & Coal Co.	16th June, 1893.	Supply 85,000 tons coal for I.C.R.
11589	Acadia Coal Co. (Limited).	16th do 1893.	do 35,000 do do
11590	Dominion Coal Co.	16th do 1893.	do 15,000 do do
11591	River Hebert Mining Co.	16th do 1893.	do 5,000 do do
11595	Canada Coal and Railway Co. (Limited).	16th do 1893.	do 25,000 do do
11596	Intercolonial Coal Mining Co. (Limited).	16th do 1893.	do 25,000 do do

3. GRENVILLE CANAL.

11375	F. Toms	29th Oct., 1892.	Rebuild 2 wing walls at guard lock.
11432	do	30th Jan., 1893.	Supply stone for dry wall at lock 6.

4. CORNWALL CANAL.

11290	Wm. Davis & Sons	25th Aug., 1892.	Widen to 100 ft., and deepen to 16 ft. the prism of sections 2, 3, 4, and straighten section 2.
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5. LACHINE CANAL.

10930	Heney & Borthwick	25th July, 1891.	Drain along north side of canal, at Lachine.
11412	J. B. de Lorimier	13th Nov., 1892.	Supply stone for Wellington St. bridge.
11427	Dominion Bridge Co. (L'd)	18th Jan., 1893.	Swing bridge on line of do Montreal.
11459	do do	13th Feb., 1893.	do do Grand Trunk Ry. do

6. OXFORD AND NEW GLASGOW RAILWAY.

11457	D. P. Kent	1st Dec. 1892.	Assigns his contract No. 10,503, well boring, to Executors N. C. Calhoun.
11458	Executors N. C. Calhoun	20th Jan. 1893.	Receipt for \$1,012.61 in full for do do

7. RIDEAU CANAL.

11396	Dominion Bridge Co. Ltd.	6th Dec. 1892.	Steel bridge, Oliver's Ferry.
11469	Brewder & McNaughton	24th Feb. 1893.	Cribwork (ice breaker) at Hogstack.

8. SAULT STE. MARIE CANAL.

11371	Hugh Ryan & Co.	8th Nov. 1893.	To complete lift lock, &c., 1st July, 1894 (one year sooner).
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APPENDIX No. 20.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1893—Concluded.

9. SOULANGES CANAL.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11419	C. F. Raynor.....	29th Dec. 1892..	Form section 8 of canal.
11421	R. Macdonald.....	30th Jan. 1893..	do 9 do
11423	Rogers & Taylor.....	24th Dec. 1892..	do 10 do
11515	J. & M. O'Leary.....	27th March, 1893	do 3 do
11518	Geo. Goodwin.....	9th May, 1893..	do 4, 5, 6, 7 of canal.
11520	do	9th do 1893..	do 12 of canal.

10. TRENT VALLEY CANAL.

11547	M. Beatty & Sons.....	29th May, 1893..	A boom dredge for canal service.
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11. WILLIAMSBURGH CANALS.

11529	Murray & Cleveland.....	7th April, 1893.	Additional masonry, &c., Galops division.
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12. PRINCE EDWARD ISLAND RAILWAY.

11103	N. Boulter.....	14th Jan. 1892..	Hemlock sleepers.
11104	D. McKenzie.....	12th do 1892..	do do
11105	A. McKinnon.....	12th do 1892..	Cedar posts, sleepers, &c.
11106	R. Ellis, jr.....	12th do 1892..	do do
11107	W. Taylor.....	13th do 1892..	Cedar and juniper sleepers.
11108	J. R. Larkins.....	13th do 1892..	Hemlock sleepers.
11109	S. E. Gallant.....	12th do 1892..	do do
11110	O. Haywood.....	12th do 1892..	do do
11111	J. T. Windsor.....	13th do 1892..	Cedar sleepers.
11199	Glace Bay Mining Co.....	22nd April, 1892.	Steam coal for engines.
11202	Patent Nut and Bolt Co., Ltd.	9th May, 1892.	Bolts and nuts.
11451	Jas. Watson & Co.....	22nd Feb., 1893.	Supply steel rails.
11582	Intercolonial Coal Mining Co., Ltd.....	30th May, 1893.	do coal.

GENERAL STATEMENTS

**1ST.—WATER POWER AND OTHER PUBLIC PROPERTY LEASED DURING
THE YEAR ENDED 30TH JUNE, 1893.**

**2ND.—PROPERTY PURCHASED OR DAMAGED DURING THE YEAR
ENDED 30TH JUNE, 1893.**

**3RD.—AGREEMENTS RESPECTING SUBSIDIES ENTERED INTO DURING
THE YEAR ENDED 30TH JUNE, 1893.**

DEPARTMENT OF RAILWAYS AND CANALS.

APPENDIX

GENERAL STATE

Water Power and other Public Property leased by the Department

	Lessee.	Property leased.	Area of Property leased.
<i>Trent Valley Canal.</i>			
11105	Midland Ry. of Canada	Wharf lot, east shore, Lake Katcha-594 feet wanooka, Lakefield.	
<i>Grenville Canal.</i>			
11106	Patrick Kelly & Sons	Pt. lot 9, Tp. Chatham, No. of lock 4. 50 x 30 feet	
11107	John O. Noyes	Pt. lot 7, 8, 9 Tp. Chatham, both sides 950 acres of lock at Chute à Blondeau.	
<i>Intercolonial Railway.</i>			
11108	Int'l. Coal & Ry. Co.	$\frac{1}{2}$ mile of I.C.R., from Co's Ry. to $\frac{1}{2}$ $\frac{1}{2}$ miles mile from Sydney station.	
11109	do do	From do do to Sydney station. $\frac{1}{2}$ mile	
11110	Pictou Steam Ferry Co., (Ltd).	Water through Co's pipes at Pictou landing, from I.C.R. tank.	
11111	do	To sell newspapers on P.E.I. Railway.	
11112	Windsor and Annapolis Ry. Co., (Ltd).	Use of Windsor branch and running powers on I.C.R., Windsor Junction to Halifax.	
11113	Quebec Central Ry.	Room in Co's station, near Ferry Wharf, Quebec.	
11114	Minister of Finance	I.C. transferring wharf lot at Halifax.	
<i>Railways.</i>			
11115	do	Land between Elgin, Petitoctiac	26 miles
11116	do	do Ry. (Ry. Act, 1888, 51 sec. 279.)	
11117	do	do do	
11118	do	P. Ry. Co. of pt. of their	109 $\frac{1}{2}$ miles
11119	do	from Dunmore to Lethbridge	
<i>Small Canal.</i>			
11120	do	do Cornwall, as pt. 4, 331 acres	
11121	do	do	
11122	do	do	
11123	do	do	
11124	do	do	
11125	do	do	
11126	do	do	
11127	do	do	
11128	do	do	
11129	do	do	
11130	do	do	
11131	do	do	
11132	do	do	
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11193	do	do	
11194	do	do	
11195	do	do	
11196	do	do	
11197	do	do	
11198	do	do	
11199	do	do	
11200	do	do	

No. 21.

MENT SHOWING

of Railways and Canals, during the Fiscal year ended 30th June, 1893.

For what Purpose used.	Amount of Water Power leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment	When due each year.	When first instalment was due.	
			\$ cts.	\$ cts.			
Wharf.. .. .		July 1, '93	1 00	1 00	July 1...	On delivery of lease.	In advance.
Stables.		May 1, '93	3 00	3 00	May 1...	May 1, '93	do
Farming		May 1, '93	5 00	5 00	May 1...	May 1, '93	do
			1 00	1 00	.....	On executing lease.	
Running powers.			Rates.	.....	Monthly..	do	
Water for st'mr.		Date of lease	100 00	100 00	July 1...	do	
		Sept. 1, '92	300 00	25 00	Monthly..	Sept. 5, '92	do
		Jan. 1, '93	Rates.	.....	do ..	.....
I.C. Ry. office ..		May 1, '93	300 00	75 00	Quarterly.	.....
Wharfage.....		Sept. 1, '91	100 00	100 00	Sept. 1...	Sept. 1, '91	do
Purchaser							
do							
							Approved by O. C., July 5, '93.
Cotton mills....	800 horse power.	July 1, '93	Minimum rental. 1,620 00	810 00	Jan. 1...	July 1, '93	In advance, ground rent, \$20; \$2.00 per horse power, up to 1,040 horse power.
do	1,300 horse power.	July 1, '93	2,600 00	1,300 00	Jan. 1...	July 1, '93	Cancels, 3,124 (Stephen's.)

GENERAL STATE

1st. WATER POWER and other Public Property leased by the Department

Date of Signature.	Term of Lease.	Lessees.	Property leased.	Area of Property leased.
<i>Welland Canal.</i>				
'93 Not signed.	Pleasure of the Government.	Erie Glass Co., of Canada, Ltd.	Lot on Welland St., south, Port Colborne.	1.69 acres.....
June 20, '93	10 years	Capt. N. J. Wigle	Addnl. lot at St. Catharines, below old lock No. 2.	0.94 acres.....
Feb. 8, '93	1 year	W. H. Andrews	Pt. lot 203, Thorold, Port Robinson.	.....
April 24, '93	Pleasure of the Government.	Wm. Hutchinson.....	Lot on east pier, Port Dalhousie, and trestle for coaling vessels.	650'.....
'93 Not signed.	1 year	A. & W. Muir.	Lot near old lock No. 1, Port Dalhousie.	1 acre.....
April 1, '93	10 years	Canadian Coloured Cotton Mills Co., Lt.	Pt. lot 11, 10th con., Grantham, at Merritton.	2 rods 15 per..
'93 Not signed.	Pleasure of the Government.	L. S. Bessey <i>et al.</i>	2" spyhon pipe over canal bank, St. Catharines.	.....
June 1, '93	.....	St. Catharines, Grimsby and Toronto Navigation Co., Ltd.	Capt. N. J. Wigle assigns them his lease of 15th July, 1892, water lot at lock No. 2.	0.30/.....
<i>Rideau Canal.</i>				
May 8, '93	Pleasure of the Government.	F. Rogers	Pt. lot K, con. C, Nepean, near sub lots 37, 38, 39.	.....
Feb. 17, '93	do	R. C. Lampman	Pt. lot 35, subd. 5, con. B, Nepean....	.....
<i>Lachine Canal.</i>				
Oct. 4, '92	Pleasure of the Government.	G. W. Cameron	Lot 22, W. St. Gabriel basin, No. 2, Montreal.	16,912'.....
do 4, '92	do	G. & J. Esplin.....	Lot 18, E. St. Gabriel basin, No. 3, and 19 W. do 3, Montreal.	33,824'..
'92 Not signed.	do	Montreal Warehousing Co.	Build retaining crib, S. of lot 19, along tail race, Montreal, on lot 20.	.....
Dec. 22, '92	do	Montreal Gas Co.....	Water through 4" pipe from basin 2, to factory on Dalhousie St., Montreal.	.....
July 20, '92	5 years..	Royal Insurance Co. (to Government).	Rooms, in chambers, N. D. St., Montreal.	.....
May 22, '93	Pleasure of the Government.	Montreal Street Railway Co.	24" pipe, from canal to their works....	.....
do 31, '93	21 years only..	Dominion Coal Co.	Lot W. of Wellington basin, Montreal.	.....

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1893.

For what Purpose used.	Amount of Water Power leased.	Date from which is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment	When due each year.	When first instalment was due.	
			\$ cts.	\$ cts.			
Glass factory		Aug. 1, '92	50 00	50 00	Aug. 1 ...	Aug. 1, '92	In advance.
Pleasure ground.		Jan. 1, '93	5 00	5 00	Jan. 1....	Jan. 1, '93	do
Dry dock.	Water to float vessels.	'93	60 00	60 00	do	do '93	do
Coaling vessels.		Mar. 1, '93	60 00	60 00	Mar. 1 ...	Mar. 1, '93	do
Day dock.	Water to float vessels.	Feb. 1, '93	176 00	88 00	{ Jan. 1. } { July 1. }	July 1, '93	do
Extend weaving room.	2" pipe ...	April 1, '93	20 00	20 00	April 1 ...	April 1, '93	do
Watering cattle.		July 1, '93	1 00	1 00	July 1....	July 1, '93	do
Wharf.		do 1, '92	15 00	15 00	do 1....	do 1, '93	do Minister consents, July 3, '93.
Ornamental grds.		Mar. 15, '93	2 00	2 00	Aug. 1....	On del. of lease.	In advance, cancels W. D. Morris's lease, 10744.
.....		Jan. 1, '92	2 00	2 00	Jan. 1 ...	do	In advance, cancel, No. 9,919.
Storing lumber.		Oct. 15, '91	169 12	169 12	Oct. 15....	Oct. 15, '91	In advance.
do		May 1, '92	465 08	465 08	May 1....	May 1, '92	do
To protect G. T. siding to Co.'s elevator.		Sept. 1, '92	1 00	1 00	Sept. 1 ...	Sept. 1, '92	do
Gas factory.	4" pipe ...	Dec. 1, '92	40 00	40 00	Dec. 1....	Dec. 1, '92	do
Canal office.		May 1, '92	1,250 00	312 50	May, Aug, Nov., Feb.	Aug. 1, '93	Quarterly.
Water to power house.	24" pipe ...	Mar. 1, '92	300 00	300 00	Jan. 1....	Jan. 1, '94	Thence in advance.
Shipping coal ...		May 1, '92	1,500 00	1,50 00	May 1....	May 1, '93	In advance.

2ND. PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1893.

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c.			Area of Land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
Jan. 29, 1892.	Geo. Cossett, <i>et al.</i>	Flat.	<i>Annapolis and Digby Railway.</i>	Digby.	Acres.	\$ cts.	
Oct. 1, 1891.	G. B. Thomas.	Lot.			0.75	40 00	
Aug. 24, 1891.	Thos. Francis.	{ Pt. 15 Pt. 17 Pt. 17a Pt. 18 }			0.06 0.09 1.66 0.87 0.05 0.12	35 00 4 00 200 00	
Dec. 30, 1890.	John A. Cossett.						
July —, 1890.	John Daley, <i>et al.</i>					500 00	Digby Bathing House Co.
Nov. 24, 1892.	David Pinkney.	5 & 6	Damages	do		47 00	Release.
March 27, 1893.	Western Counties Ry. Co.	31	Govt. to convey to Co. all rights to line between Annapolis and Digby	Annapolis			
July 30, 1892.	J. N. Berry	39, 39a	Clementaport	do &c.	{ 1.47 0.23 }	100 00	do
Oct. 18, 1892.	M. Gallinger.	W 15	<i>Cornwall Canal.</i>	Stormont	0.75	100 00	
Nov. 14, 1892.	Geo. C. Smith.	E 15		do	0.51	100 00	
April 14, 1893.	Evan Roys.	W 23		do	0.25	60 00	
Dec. 30, 1892.	M. & A. Campbell.	162, 162a	<i>Cape Breton Railway.</i>	Victoria.	0.40	10 00	
Jan. 10, 1893.	Jon. McKinnon.	45		Cape Breton.		15 00	Release damages, do (mortgage).
May 22, 1891.	Eliza Grant, <i>et al.</i>	216a		do	1.52	300 00	
July 25, 1889.	Jas. Moffatt, <i>et al.</i>	195a		do	1.67	30 00	
Nov. 12, 1889.	M. McIntyre, <i>et al.</i>	140a		do	1.10	33 00	

July 22, 1889.	Ann McPherson.	81	Shunacadie.	do	1-62	9 72	
do 23, 1889.	John Campbell, <i>et al.</i>	136½	Boisdale.	do	2-76	100 00	
Aug. 12, 1889.	Catharine McPhee, <i>et al.</i>	61	Shunacadie.	do	4-93	60 00	
Nov. 12, 1890.	Ann Campbell, <i>et al.</i>	135	Boisdale.	do	2-40	100 00	
Feb. 23, 1892.	Jos. A. Gillies.	248	Sydney.	do	1-86	803 00	\$101.95 costs. Quit claim deed, 29th Oct., 1887.
do 19, 1892.	A. McKinnon, <i>et al.</i>	10	Grand Narrows	do	7-65	50 00	\$101.95 costs.
May 1, 1891.	R. McKinnon, <i>et al.</i>	10	do	do	7-65	40 00	
Sept. 1, 1890.	C. McDodd, <i>et al.</i>	265	Sydney.	do	4-03	1 00	
April 26, 1891.	Geo. Nunn.	274, 282	South Bar.	do	0-03	50 00	
July 26, 1889.	C. O'Neil.	221	Ball's Creek.	do	0-92	28 60	
Jan. 3, 1890.	Alex. McDonald.	167	Long Island.	do	6-88	41 28	
May 23, 1889.	Alex. McLean.	153	Barrasois	do	2-63	15 78	Release of mortgage.
Aug. 23, 1890.	Alex. Moore.	188a	(George's River.	do	3-80	100 00	
July 23, 1889.	J. McKesgan.	224	North West Arm.	do	8-51	102 12	
March 6, 1891.	J. McKenzie, <i>et al.</i>	254a	Sydney.	do	0-41	1-250 00	
May 25, 1890.	Catharine Campbell, <i>et al.</i>	135	Boisdale.	do	2-40	105 00	
Nov. 12, 1890.	S. McNeil.	54a	Shunacadie.	do	1-56	25 00	
March 3, 1892.	D. McNeil.	10	Grand Narrows.	do	7-65	40 00	\$101.95 costs.
May 1, 1891.	H. McKinnon.	10	do	do	7-65	40 00	do
Feb. 1, 1888.	Arch. McDonald, <i>et al.</i>	279	Sydney.	do	0-06	10 00	
March 12, 1892.	C. Chisholm, <i>et al.</i>	276	Maggah's Creek.	do	0-20	73 00	
July 18, 1892.	C. E. Leonard.	268, 277, 280	Sydney.	do	0-12½	150 00	\$80 costs. Sink drain across Dodd St.
Nov. 23, 1891.	M. Dodd.	11	do	do		5 00	Dig a well.
Sept. 12, 1891.	Jas. Gallivan.	187	George's River.	do		1 00	Damage to barn and well.
June 5, 1891.	John Gillis.	207½	Leitch's Creek.	do		80 00	Crossing his lot.
Aug. 13, 1891.	W. H. Dunlop.	254a	Sydney (reconveying her part of lot)	do		50 00	
April 23, 1893.	Mary McKenzie.	25	George's River	do	4-17	349 25	\$30 costs.
May 8, 1893.	Mary Johnston, <i>et al.</i>		Intercolonial Railway.	do			
July 25, 1892.	N. de Veber, <i>et al.</i>	(Harris proper	ty) Portland, City St. John, N.B.		{ 0-15	500 00	
do 25, 1892.	J. P. McIntyre, <i>et al.</i>	do	do		{ 0-25		
March 26, 1892.	T. Barry, <i>et al.</i>	13, 14, letter D & pt. block E Lot.	Halifax.		0-30	5,000 00	
June 3, 1898.	Maria Kearney.		Dartmouth.	Halifax.	0-43	2,844 44	Release for damages.
May 2, 1892.	H. Brodie <i>et al.</i>	3603	Côte St. Paul, p. Montreal	Lachine ditch	177, 126	9,500 00	Damages, as lessee.
April 13, 1892.	T. C. Somerville	3603	do	do		750 00	
June 4, 1892.	Wm. Trenholme.	977, 966, 965, 952	Parish of Lachine.	do	{ 85,061	10,400 00	
May 25, 1892.	Widow M. Shannon	3604	Côte St. Paul.	do	{ 235,441	3,550 00	
do 23, 1892.	Wm. West, lessee	3604	do	do	{ 110,158	251 00	do
Aug. 29, 1892.	G. B. Eurland	3606	St. Augustin Village, p. Montreal	do	{ 89,592	9,500 00	
Sept. 2, 1892.	D. S. Leach <i>et al.</i>	138	Parish of Montreal	do	434,643	72 00	
Feb. 28, 1893.	J. & H. McGee.	915	do Lachine.	do	85,212	3,095 00	

2ND. PROPERTY purchased or damaged—Continued.

Date of Signature.	Who sold to Her Majesty.	Property Purchased, &c.			Area of Land.	Amount paid.	Remarks.
		Lot.	District, &c.	County.			
Dec. 31, 1890.	T. McTiernan, mortgagee.	Village lot 7	Ottawa River Dams ('ulbute).	Pontiac		\$ cts.	
Nov. 2, 1891.	Jos. Rainville <i>et al.</i>	28	Bryson, N. of Front St	do		90 00	Damages, consents that they be paid to W. G. LeRoy, owner.
Jan. 30, 1892.	T. C. Gaboury	27	9th r. tp. Grand Calumet.	do		00 00	Damages.
March 27, 1893.	J. W. Bryson	A 14, 15, 16, 18, 22, 23	do 2nd r. Mansfield	do		864 00	do
do 20, 1893.	Philip Gillis.	8	R. B. do	do		255 00	do
Jan. 8, 1892.	Jas. Harris	149	Oxford and New Glasgow Ry.	Pictou	Acres.	112 96	
July 18, 1892.	Wm. McLeod	97, 97½	Town gut	do	3 17	47 30	
Feb. 22, 1892.	John McLean	109	Hardwood Hill	do	4 01	198 60	
			Rogers Hill	do	9 03		
June 7, 1893.	P. Blake <i>et al.</i>	Et and lot 9	Rideau Canal.	Kingston Mills wks	Feet.	40 00	do
April 18, 1892.	M. J. Oliver	Lot 3	5th c. tp. Pittsburg N. Harvey St., Perth	Tay Canal	3,705	1,250 00	do
Aug. 25, 1891.	Indian Department.	O. C. transferring Indian reserves at Siaka Flat, Kanaka, Suppel, Lytton, Cook's Ferry and Boothroyd, to Dept. of Railways and Canals.	Canadian Pacific Ry.	British Columbia		640 05	
June 29, 1892.	X. Letendre	S½ 3W½ 18 Tp. 8, r. 4 E		Pembina Branch	2 00	10 00	Quit claim.
Sept. 23, 1892.	do	NW¼ sec. 7		do	4 01	10 00	do
Jan. 13, 1893.	Torrens certificate	NW¼ & W¼ Tp. 8, r. 2 E (ex E. Thompson)		Pembina Mountain Branch.	6 00		

Date	Parties	Particulars	Acres.	\$ cts.	Remarks
Oct. 31, 1892..	T. Carney and Corporation of Emerson	Emerson. (Judgment of Exchequer Court declaring same vested in Her Majesty.)	60 00		
April 10, 1893	Torrens certificate	Ste. Agathe (J. Nolin & L. H. Peto)	5 20		
Dec. 10, 1887..	Merchants Bank.	TP. 5, r. 4 E	6 00		
Oct. 1, 1892..	Her Majesty to the Canadian Pacific Railway Co.	In town plot, Fort William, the Jos. Davidson addition, the Blackwood addition, in tp. Neebing.			
do 4, 1892..	do do	Between Prince Arthur's Landing and Fort William.			
Sept. 30, 1892..	do do	In tp. Paiponge			
do 30, 1892..	do do	do Neebing.			
June 2, 1890..	Owens & McBain	TP. 13, r. 1 E. (Judgment Exchequer Court declaring it vested in Her Majesty.)	62 80		
Dec. 13, 1891..	Dept. of Interior.	Parish St. Ignace.			
Jan. 8, 1892..	Thos. Monro.	Power of Attorney to him to sign all deed of lands do			
do 15, 1892..	do do	St. Ignace du Coteau du Lac.			
Feb. 2, 1892..	Joseph Aumaiz.	Lot 237			
do 26, 1892..	H. E. Watier, et al.	S. pt. 144			
Jan. 8, 1892..	O. E. Watier.	pt. 147			
Feb. 8, 1892..	C. Pilon	148			
Jan. 21, 1892..	M. L. Adams (widow).	240			
Feb. 18, 1892..	Bishop of Montreal.	238			
do 18, 1892..	Synod, Diocese of Montreal	239			
April 21, 1892..	Mrs. G. Daith.	150			
May 20, 1892..	E. G. French.	152, 153			
June 13, 1892..	H. E. Watier, widow, et al.	235			
do 18, 1892..	P. Guerin.	154, 155			
do 8, 21, 1892..	Her Majesty to D. O'Brien & Son.	Buildings of Garsau Freres, for \$150			
Aug. 6, 1892..	S. Filiatreault.	Fence and ditch servitude on lot 236, St. Ignace.			
do 9, 1892..	Mrs. G. Daith	do 150			
do 6, 1892..	G. H. Dumesnil (widow).	do 144			
do 9, 1892..	E. G. French.	do 152			
Dec. 17, 1892..	R. T. Curry.	do 241			
do 11, 1892..	Jos. Aumaiz.	do 241			
Aug. 11, 1892..	G. H. Dumesnil (widow).	St. Ignace.			

2ND. PROPERTY purchased, or damaged, &c.—Continued.

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c.		Area of Land.	Amount paid.	Remarks.
		Lot.	District, &c.			
			<i>Soulanges Canal—Continued.</i>	Acres.	\$ cts.	
Nov. 7, 1892..	P. Birmingham, widow <i>et al.</i>	151	St. Ignace	31.95	2,500 00	Release.
Feb. 14, 1893..	A. M. Giroux	157, 233	do	{ 7.35	6,500 00	
do 24, 1893..	P. Guerin	154, 155	do (damages and removal)	{ 7.28	550 00	
April 7, 1893..	O. Tremblay	{ 1	St. Joseph	{ 14.57	4,550 00	
		{ 1	St. Ignace	{ 10.61		
				{ 5.47		
				{ 5.31		
				{ 5.23		
do 22, 1893..	P. A. Q. V. S. de Beaujeu	4, 5, 6, 9, 10, 11	do	{ 5.39	7,500 00	
				{ 7.04		
				{ 6.34		
				{ 5.67		
do 25, 1893..	A. Charest	95, 106	do	{ 5.26	3,750 00	
May 4, 1893..	P. A. Q. V. S. de Beaujeu	13, 14	do	{ 14.63		
do 15, 1893..	S. Filiatreault	234	do	{ 5.25	1,500 00	
June 4, 1893..	Gareau et Frère	156	do	{ 11.47	5,002 50	
do 9, 1893..	Mrs. T. Peltier (Wilson)	16, 24	do	{ 11.65	7,250 00	
do 19, 1893..	T. Peltier, <i>et al</i> (tutors)	15	do	{ 4.47	960 00	
do 22, 1893..	Néré Legros	139, 140	do	{ 0.51	950 00	
July 5, 1893..	P. C. T. de Montigny	446	do	{ 4.04	1,000 00	
do 18, 1893..	H. Gauthier	21	St. Joseph	{ 6.80	1,500 00	
Aug. 11, 1893..	H. Lalonde, widow, <i>et al.</i>	127	St. Ignace	{ 0.30	130 00	
			do	{ 0.81	650 00	
			<i>Trent Valley Canal.</i>			
Feb. 19, 1893..	A. Calder	Damages to cellular on lot 2, Crescent, Lakefield	Lakefield Dam		55 00	As contractor.
April 6, 1893..	C. Wynn	do to the dam, Young's Point, & Lakefield	do		3,400 00	

Williamsburg Canals.									
June 29, 1891.	J. F. Farlinger, et al.	A 1st c. Matilda and 38 1st Con. Williamsburg.	Rapide Plat.	0.60	600 00				
do 29, 1891.	do	do	do	3.75	5,200 00				
Feb. 2, 1893.	S. J. Casselman.	1st Con. Williamsburg	do	0.50	1,000 00				
do 2, 1893.	W. J. Poupore.	do	do	0.177	2,200 00				
do 2, 1893.	C. A. Snyder	Block 99, Morrisburg.	do	0.044	1,000 00				
do 2, 1893.	Jas. Gillespie.	do B	do	0.24	100 00				
do 2, 1893.	M. G. Snyder.	do 99	do	0.24	900 00				
April 5, 1893.	H. G. Merkley.	do B and pt. block C, M'burg.	do	0.85	400 00				
May 22, 1893.	John Ward.	1st Con. Edwardsburg.	Galops.	1.78	700 00				
do 22, 1893.	M. Ward.	do	do	0.46	300 00				
Aug. 31, 1892.	M. A. Darling et al.	Indian Reserve, Canborough.	Dunnville, dam'ges	7.00	143 57				Release.
Oct. 17, 1892.	M. A. Smith	Dunnville (property)	do	0.50	300 00				do
do 22, 1892.	Executor M. Walker et al.	1st r. Moulton	do		483 00				do
Sept. 3, 1892.	Corp. Canboro et al.	Lots 3, 4, 5, 6, 7, Dockstader tract, Canboro.	do		1,552 00				do (and Hon. Sir O. Mowat.
Jan. 13, 1893.	Mary Mackay	Canal St. East, Dunnville.	do		75 00				do
Feb. 25, 1893.	H. C. Fitzgerald et al.	6th c. Grantham (back ditch)	do	17.00	239 00				do damages.
Mar. 9, 1893.	H. Vanderburgh	Thorold (parts).	Special ground.	{ 3.35 } 0.16	229 35				Deed.
do 9, 1893.	E. L. Rose et al.	1 Main St., Petersburg (back ditch)	Dunnville, dam'ges		25 00				Release.
May 17, 1893.	Hon. T. M. Daly	10 4th c., N. Cayuga, br. ft.	do	1.00	52 00				do and deed.
do 17, 1893.	do	do	do	0.92	11 96				do

3RD. AGREEMENTS respecting Subsidies in aid of construction of

Date of Signature.	Name of Railway Company.	Lines of Railways to be constructed,	Acts of Canada granting Subsidy.	Amount of Subsidy.	
				Per Mile.	Not more in all than.
1893.				\$	\$
Mar. 9. 1892.	Ontario, Belmont & Northern.	From Belmont Iron Mines to Junction of Central Ontario Ry. & C. P. Ry.	55-56 V. c. 5	3,200	32,000
Dec. 20. 1893.	Lake Erie & Detroit River.	Cedar Creek to Ridgetown	55-56 V. c. 5	3,200	224,000
Sept. 18. 1892.	Kingston, Napanee & Western.	Harrowsmith to Sydenham	55-56 V. c. 5	3,200	9,600
Nov. 23. 1892.	New Glasgow Iron, Coal & Ry. Co.	Eureka Junction, I.C.R., to Sunnybrae.	55-56 V. c. 5	3,200	40,000
June 3. 1893.	Manitoba & S. Eastern.	Land Subsidy—Winnipeg to N. W. Angle of Lake of the Woods.	53 V. c. 4	6,400 acres per mile.	
Feb. 27. 1893.	Philipsburg Junction Ry. & Quarry Co.	Stanbridge to Philipsburg	55-56 V. c. 5	3,200	21,600
May 16. 1893.	Montfort Colonization.	St. Sauveur to Montfort and westward	55-56 V. c. 5	3,200	67,200
July 17. 1893.	Lotbinière & Megantic.	St. Jean Deschaillons towards Glen Lloyd.	55-56 V. c. 5	3,200	48,000
Aug. 19. 1893.	United Counties.	Iberville to St. Hyacinthe, &c	56 V. c. 2	3,200	102,400
June 17. 1893.	Red Deer Valley Ry. & Coal Co.	{ Land Subsidy—Calgary to tp. 29 } { R. 23 W. of 4th Meridian. }	{ 52 V. c. 4 } { 54-55 V. c. 9 } { and 76 }	{ 6,400 acres per mile. } { in all 356,400 acres. }	
Not signed.	Alberta Ry. & Coal Co.	{ Land Subsidy—Widen gauge, 3' to 4' 8½", Dunmore to Lethbridge. }	{ 48-49 V. c. 60 } { 52 V. c. 4 } { 53 V. c. 3 } { 55-56 V. c. 5 }	{ 3,800 acres per mile. }	

OTTAWA, 25th August, 1893.

Railways, entered into during the fiscal year ended 30th June, 1893.

No. of Miles sub- sidized.	Maximum Grade, Feet per mile.	Radius of Curvature not less than	Width of Clearing each side.	Width of Cuttings.	Embankments.	Steel Rails, lbs. per lineal yard.	When to be com- pleted.	Remarks.
No.	Feet.	Feet.	Feet.	Feet.	Ft.	Lbs.		
10	130	716	33	16	14	56	Aug. 1, 1896..	
58	52 ¹⁰ / ₁₆₀	1,430	50	20	15	56	Dec. 1, 1894..	
3	80	955	50	20	15	56	do 1, 1893..	
12 ¹ / ₂	80	955	50	20	15	56	do 1, 1894	
98	53	1,433	50	20	14	56	Sept. 1, 1894..	
6 ¹ / ₂	40	955	50	20	15	56	Mar. 1, 1894	
21	175	573	50	15	12	56	Sept. 1, 1895	
15	53	2,865	50	20	15	56	Aug. 1, 1894..	
32	53	955 10° at St. Hyacinthe	50	20	15	56	do 1, 1895	
55	66, and 88 at Knee Hill Creek.	1,348	50	20	14	56	Nov. 1, 1894..	
110	1' p. c.		{ On top In cuttings.....		14 20	56	Dec. 31, 1893..	

H. A. FISSIAULT.

3RD. AGREEMENTS respecting Subsidies in aid of construction of

Date of Signature.	Name of Railway Company.	Lines of Railways to be constructed,	Acts of Canada granting Subsidy.	Amount of Subsidy.	
				Per Mile.	Not more in all than.
1893.				\$	\$
Mar. 9.	Ontario, Belmont & Northern.	From Belmont Iron Mines to Junction of Central Ontario Ry. & C. P. Ry.	55-56 V. c. 5	3,200	32,000
1892.					
Dec. 20.	Lake Erie & Detroit River.	Cedar Creek to Ridgetown	55-56 V. c. 5	3,200	224,000
1893.					
Sept. 18.	Kingston, Napanee & Western.	Harrowsmith to Sydenham	55-56 V. c. 5	3,200	9,600
1892.					
Nov. 23.	New Glasgow Iron, Coal & Ry. Co.	Eureka Junction, I.C.R., to Sunnybrae.	55-56 V. c. 5	3,200	40,000
June 3.	Manitoba & S. Eastern.	Land Subsidy—Winnipeg to N. W. Angle of Lake of the Woods.	53 V. c. 4	6,400 acres per mile.	
1893.					
Feb. 27.	Philipsburg Junction Ry. & Quarry Co.	Stanbridge to Philipsburg	55-56 V. c. 5	3,200	21,600
May 16.	Montfort Colonization.	St. Sauveur to Montfort and westward	55-56 V. c. 5	3,200	67,200
July 17.	Lotbinière & Megantic.	St. Jean Deschaillons towards Glen Lloyd.	55-56 V. c. 5	3,200	48,000
Aug. 19.	United Counties....	Iberville to St. Hyacinthe, &c	56 V. c. 2	3,200	102,400
June 17.	Red Deer Valley Ry. & Coal Co.	{ Land Subsidy—Calgary to tp. 29 } { R. 23 W. of 4th Meridian. }	{ 52 V. c. 4 54-55 V. c. 9 and 76 48-49 V. c. 60 }	{ 6,400 acres per mile, in all 356,400 acres. }	
Not signed	Alberta Ry. & Coal Co.	{ Land Subsidy—Widen gauge, 3' to 4' 8½", Dunmore to Lethbridge. }	{ 52 V. c. 4 53 V. c. 3 55-56 V. c. 5 }	{ 3,800 acres per mile. }	

OTTAWA, 25th August, 1893.

Railways, entered into during the fiscal year ended 30th June, 1893.

No. of Miles sub- sidized.	Maximum Grade, Feet per mile.	Radius of Curvature not less than	Width of Clearing each side.	Width of Cuttings.	Embankments.	Steel Rails, lbs. per lineal yard.	When to be com- pleted.	Remarks.	
No.	Feet.	Feet.	Feet.	Feet.	Ft.	Lbs.			
10	130	716	33	16	14	56	Aug. 1, 1896..		
58	52 ¹¹ / ₁₆	1,430	50	20	15	56	Dec. 1, 1894..		
3	80	955	50	20	15	56	do 1, 1893..		
12 ¹ / ₂	80	955	50	20	15	56	do 1, 1894		
98	53	1,433	50	20	14	56	Sept. 1, 1894..		
6 ¹ / ₂	40	955	50	20	15	56	Mar. 1, 1894		
21	175	573	50	15	12	56	Sept. 1, 1895		
15	53	2,865	50	20	15	56	Aug. 1, 1894..		
32	53	<div>955 10° at St. Hyacinthe</div>	50	20	15	56	do 1, 1895		
55	<div>66, and 88 at Knee Hill Creek.</div>		1,348	50	20	14	56	Nov. 1, 1894..	
110	1' p. c.	<div>(On top In cuttings.....</div>			<div>14 20</div>	56	Dec. 31, 1893..		

H. A. FISSIAULT.

APPENDIX No. 22.

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely:—

By the Act 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*):—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... \$660,000
2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 384,000
3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 240,000
4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 224,000

"The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine."

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*):—

5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years.... \$150,000

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*):—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Matapédia, on the Intercolonial Railway, to Paspébiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 320,000

- | | |
|---|-----------|
| 7. To the Caraquet Railway Company, for 36 miles of their railway from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$115,200 |
| 8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 160,000 |
| 9. To the Great American and European Short Line Railway Company, for 80 miles of their railway from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 10. To the International Railway Company, for 49 miles of their railway from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 156,800 |
| 11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 |
| 12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 160,000 |
| 13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |
| 14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen. | |
| 15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... | 660,000 |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen. | |

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister; Provided always, that the granting

of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of.....\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

18. To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
19. And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200
23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000
26. To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000

27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mille, nor exceeding in the whole.....	\$ 70,400
28. To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last Session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000
29. To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883)	128,000
30. To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
31. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
32. To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
33. To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the County of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
34. For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction, connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.	200,000
35. For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
36. For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
37. For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	22,400
38. For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
39. For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
40. For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway, between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
41. To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
42. For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspébiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole.....	300,000
43. For a branch of the Intercolonial Railway, from Derby Station to Indiantown, fourteen miles, a sum not exceeding in the whole.....	140,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council

as having established, to his satisfaction, their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):—

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to "the Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000.

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):—

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 166,400
46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000
49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000
50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway, to the harbour at Quebec.

	Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$19,200
51.	To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole.....	30,000
52.	To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	92,000
53.	To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000
54.	To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole.....	10,500
55.	For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,600
56.	For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
57.	To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of.....	70,000
58.	To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of.....	320,000
59.	For a line of railway from the Grand Piles, on the River St. Maurice to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of.....	217,600
60.	To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Latolle; also from the present terminus at Ottawa, to the Chaudière Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
61.	For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to

the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

62. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present Session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
63. For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax, *via* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty-thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
64. The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's

Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act to aid in procuring the extension of the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey for lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

- | | | |
|-----|--|-----------|
| 65. | For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 |
| 66. | For a railway from Ingersoll <i>via</i> London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 67. | To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 32,000 |
| 68. | To the Caraqueet Railway Company, for ten miles of their railway from the end of the present subsidized portion at Lower Caraqueet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 69. | To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 118,400 |
| 70. | To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 179,200 |
| 71. | To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sandridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 128,000 |
| 72. | For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 57,600 |
| 73. | For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 108,800 |

74. For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$32,000
75. For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	16,000
76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	38,400
77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	11,200
78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole.....	361,270
79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	38,400
81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile)	186,295
83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000
85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	32,000
89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New	

Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$89,600
90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	70,400
91. For a railway from a point on the Intercolonial Railway near Newcastle or <i>via</i> Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole	11,900
94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of.....	70,000
95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of.....	15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By Section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*):—

- 96.** To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$ 38,400

97.	To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000
98.	To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
99.	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
100.	To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	4,000
101.	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
102.	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	96,000
103.	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
104.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
105.	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
106.	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
107.	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
108.	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
109.	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
110.	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of	20,000
111.	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
112.	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400

113.	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000
114.	To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
115.	To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	19,200
116.	To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.	32,000
117.	To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of.....	217,600
118.	To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
119.	To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of.....	12,400
120.	To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
121.	To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	17,600
122.	To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	33,600
123.	To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400

124.	To the Cumberland Railway and Coal Company, for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$44,800
125.	To the Montreal and Champlain Junction Railway Company, a subsidy of.....	64,000
126.	To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole...	28,800
127.	To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
128.	To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	41,600
129.	To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole	108,800
130.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of	89,600
131.	For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000
132.	For a railway bridge over the St. Lawrence River, at Coteau Landing, on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed.....	180,000
133.	To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy nor exceeding.....	118,400

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said

subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the St. Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

134.	To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$70,400 00
135.	To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	147,200 00
136.	To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
137.	To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	32,000 00
138.	To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole	41,100 00
139.	To the Port Arthur, Duluth and Western Railway Company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	271,200 00

140. To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000 00
141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	100,000 00
142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....	288,000 00
143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	83,612 54
144. To the Elgin, Petitecodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitecodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	44,252 82
145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	58,334 27
146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	4,335 00
147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for....	11,964 66

- 148.** To the Albert Railway Company of New Brunswick, a grant as subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... \$ 14,665 45
- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized."

By the Act 52 Vic., chap 3, 1889 (*Assented to 2nd May, 1889*) :—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00

157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chap. 8, nor exceeding in the whole.....	\$ 31,771 43
158. To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole.....	244,500 00
159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the County of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	145,000 00
160. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.....	35,000 00
161. For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162. To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quion River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165. To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166. To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Syuenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167. For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168. To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169. To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00

170. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
171. To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	64,000 00
172. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	158,400 00
173. For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per annum, nor exceeding in the whole.	64,000 00
175. To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
176. To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
177. To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	64,000 00
178. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179. To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
180. To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. ..	48,000 00
181. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00

- 182.** To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... \$ 54,400 00
- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

"So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight."

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails, for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*):—

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|---|----------|
| 186. To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | \$96,000 |
| 187. To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole | 35,200 |
| 188. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole..... | 600 |
| 189. For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 190. To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |
| 191. To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 166,400 |
| 192. To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 193. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole..... | 83,000 |

194. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
195. To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196. To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... ..	160,000
197. To the Lindsay, Bobcaygeon and Pontypool Railway Company for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
198. To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199. To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Egánville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole...	96,000
200. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. ..	96,000
201. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
202. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203. To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204. For a railway from a point at or near Fredericton, <i>via</i> Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205. To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	14,400
206. To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

"Provided, that the subsidy hereby granted to the Montréal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur..	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois..	7
La Chute aux Iroquois towards Désert.....	3

"Such instalments to be proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

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|--|------------|
| 207. For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 240,000 |
| 208. To the Inverness and Richmond Railway Company for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole..... | 50,000 |
| 209. To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., ch. 25, not exceeding in the whole | 3,840 |
| 210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel..... | 40,000 |
| 211. To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 24,000 |
| 212. To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 29 Vic., ch. 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 10,200 |
| 213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed..... | 37,500 |
| 214. To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... | 76,800 |
| 215. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 48,000 |
| 216. To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the | |

	fifteen miles subsidized by the Act 52 Victoria, chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000
217.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the p. ovince of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218.	To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	57,600
219.	To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway, near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....	288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
221.	For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
222.	To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mille, nor exceeding in the whole.....	80,000
224.	For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
226.	To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200

- 227.** For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... \$ 35,200
- 228.** To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... 99,200
- 229.** For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... 48,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to its satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work,—except, also, as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten-mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intitled: An Act to enable the County of Inverness to borrow money,—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals,—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines."

By the Special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North

Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

231.	To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
232.	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00

- 238.** To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole.... \$89,600 00
- 239.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of..... 179,200 00

"Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver-General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

- 240.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

"Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

Section.	Length in miles.
From, at or near Newboro' to Westport	4
From Westport towards Palmer's Rapids	16

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and

each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

"3. Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which payments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"4. The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, ch. 5, 1892 (*Assented to 9th July, 1892*):—

241. To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
242. To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.....	264,000 00
243. To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
244. To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
245. To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
246. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000 00
247. To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts	

	50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.....	\$15,100 00
248.	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.....	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	60,800 00
250.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
251.	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
252.	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake.....	80,000 00
253.	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
254.	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
255.	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	21,600 00
256.	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrow-smith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
257.	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
258.	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800 00

259. To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
260. For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
261. For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
262. For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00
263. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
264. To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 53 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of.....	179,200 00

"Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles: Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

265. To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000: Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company: Provided further, that the company,

with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the Company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1894.

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|---|--|--------------|
| 266. | To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | \$ 64,000 00 |
| 267. | To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole | 96,800 00 |
| 268. | To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 40,000 00 |
| 269. | To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole | 44,000 00 |
| <p>Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.</p> | | |
| 270. | To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | \$ 96,000 00 |
| 271. | To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 51,200 00 |
| 272. | For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount | |

granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		\$240,000 00
273.	To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each said extensions, additions or branches, the subsidy not exceeding in the whole.....	64,000 00
274.	To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
275.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ...	96,000 00
276.	To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
277.	To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400 00
278.	To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	112,000 00
279.	To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole.....	21,600 00
280.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden	

	truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	\$ 63,000 00
283.	To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, <i>via</i> Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge toward Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
286.	To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole.....	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole.....	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,024 00

" 2. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specification, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

" 3. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and, notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., ch. 2, 1893 (*Assented to 1st April, 1893*):—

296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

- 297.** To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$102,400 00
- 298.** To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000 00
- 299.** To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between Coe Hill and Gilmore, to Bancroft, *via* L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00
- 300.** To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.... 81,040 00
- 301.** To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 145,000 00
- 302.** To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole..... 3,500 00
- 303.** To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 11,200 00
- 304.** To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 30,400 00
- 305.** To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 89,248 00
- 306.** To the Grand Trunk Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 48,000 00
- 307.** To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty

miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....		\$4,500 00
308. To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....		25,600 00
309. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		48,000 00
310. To the Monfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		67,200 00
311. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....		96,000 00
312. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....		97,600 00
313. To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.....		20,000 00
314. To the Oshawa Railway Company, for seven miles of their railway, and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....		22,400 00

2. All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions

and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

3. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

4. All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows:—

(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows: on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section;

(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows: on the completion of the "Town" or "Northern" section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the "Lake" section of the said railway.

LAND SUBSIDIES.

By 47 Vic., chap. 25, clause 7, 1884 (*Assented to 19th April, 1884*):—

1. The Governor in Council is hereby authorized in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudson's Bay, to make a free grant of not more than six thousand four hundred acres for each mile of railway within Manitoba, and not more than twelve thousand eight hundred acres for each mile in the North-west Territories.

By 48-49 Vic., cap. 60, 1885 (*Assented to 20th July, 1885*):—

2. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.
3. To the Manitoba and South-western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.
4. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the South Branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.
5. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina to the navigable waters of Long Lake.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and except as to such conditions, the said grants shall be free

grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash or the issue of the patents therefor."

By 49 Vic., cap. 11, 1886 (*Assented to 2nd June, 1886*):—

6. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the country of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.
7. To the North-west Central Railway Company, or to such other company as may undertake the construction of the railway, or a railway from a point on the Manitoba and North-western Railway *via* Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the provisional district of Saskatchewan, about four hundred and fifty miles.
8. To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in each on the issue of the patents therefor."

By section 5 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this Act.

By 50-51 Vic., cap. 22, 1887:—

9. The subsidy to the North-western Coal and Navigation Company, granted by 49 Vic., chap. 60, was increased from 3,800 acres per mile to 3,840 acres per mile.

By 50-51 Vic., cap. 23, 1887 (*Assented to 23rd June, 1887*):—

10. To the Alberta and Athabasca Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from some point on the Bow River or Canadian Pacific Railway, at or between Calgary and Crowfoot Creek, to a point near the town plot of Edmonton, about three hundred miles.
11. To the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point near the northern terminus of the completed portion of that railway, at or near Long Laketon, on the navigable waters of Long Lake, to a point at or near where the fifty-second parallel of latitude crosses the South Saskatchewan River, thence to a point at or near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about three hundred and twenty-five miles.

- 12.** To the Medicine Hat Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near townships twelve and thirteen, range six, west of the fourth principal meridian, a distance of about eight miles, to be selected out of such lands as are at the disposal of the Government in the proximity of the line of the company's railway.

"The said grants, and each of them may be, so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 52 Vic., cap. 4, 1889 (*Assented to 2nd May, 1889*):—

- 13.** To the North-western Coal and Navigation Company (Limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the international boundary, a distance of about fifty miles.
- 14.** To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.
- 15.** To the North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.
- 16.** To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

"The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during

the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited."

By the Act 53 Vic., cap. 4, 1890 (*Assented to 16th May, 1890*):—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerly a distance of about sixty miles, to a point on the proposed branch of the said company running from Brandon south-westerly.
18. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line of railway from a point at or near Brandon, on the main line of the Canadian Pacific Railway, south-westerly to or near township three, range twenty-seven, west of the first principal meridian, and thence westerly, a total distance of one hundred miles; and also a similar grant, at the same rate per mile, for the said company's proposed branch railway from a point on the line just described at or near township three, range twenty-seven, west of the first principal meridian, easterly to Deloraine, a distance of about twenty-five miles, making the total length of railway to which this grant is applicable one hundred and twenty-five miles.
19. To the Brandon and South-western Railway Company, Dominion lands to an extent not less than six thousand four hundred acres per mile for the line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to Deloraine, a distance of about seventeen miles.
20. To the Lac Seul Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Shelly Station, on the main line of the Canadian Pacific Railway, to a point at or near White Mud Lake, on the Winnipeg River, a distance of about eighteen miles.
21. To the Calgary and Edmonton Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Calgary to a point at or near Edmonton, on the North Saskatchewan River, a distance of about one hundred and ninety miles; and also a grant of six thousand four hundred acres for each mile of the company's railway from Calgary to a point on the international boundary between Canada and the United States, a distance of about one hundred and fifty miles.
22. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred and forty acres for each mile of the company's railway from Lethbridge to the Crow's Nest Pass, a distance of about one hundred miles.
23. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage, a distance of about one hundred and twenty-five miles.
24. To the Manitoba and South-eastern Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, a distance of about one hundred and ten miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor.

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any incumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., cap. 3, 1890 (*Assented to 26th March, 1890*):—

25. The Act 52 Vic., ch. 4, authorizing, in error, the grant of land to the North-western Coal and Navigation Company, for fifty miles from Lethbridge to the international boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

By 54-55 Vic., cap. 9, 1890 (*Assented to 30th September, 1891*):—

26. In lieu of the subsidy in land authorized by the Act fifty-second Victoria, chapter four, to be granted to the Red Deer Valley Railway and Coal Company, and subject to the conditions in the said Act mentioned, the Governor in Council may grant Dominion lands to the said company to an extent not exceeding six thousand four hundred acres for each mile of the said company's railway, from the town of Calgary, in the district of Alberta, in the North-west Territories, to a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

By 54-55 Vic., cap. 10, 1891 (*Assented to 30th September, 1891*):—

27. To the Manitoba South-western Colonization Railway Company, in addition to the subsidy for one hundred and fifty miles of railway authorized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter sixty, Dominion lands to the extent of six thousand four hundred acres per mile for the balance of the two hundred and twelve miles of railway which have been constructed and are in operation, that is to say, for a distance of sixty-two miles.
28. Also, to the Manitoba South-western Colonization Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's branch line of railway from Carmen to Barnsley, a distance of about six and one-quarter miles.
29. To the Canadian Pacific Railway Company, in addition to the subsidy authorized by the Act fifty-third Victoria, chapter four, for the company's branch line running in a south-westerly and westerly direction from a point at or near Brandon for a distance of one hundred miles, Dominion lands to the extent of six thousand four hundred acres for each mile of the extension westward of the said branch line, from the western limit of the said one hundred miles to a point at or near La Roche Percée, situated in township one, range six, west of the second meridian, a distance of about sixty miles.

"The said grants and each of them shall be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor."

APPENDIX No. 23.

CANAL STATISTICS

FOR SEASON OF NAVIGATION, 1892.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows:—

For 1891.	\$350,351 97
1892.	358,711 04

By comparing the statistics of 1891 with 1892, it will be seen that the gross revenue has increased \$8,359.07.

The increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....		\$ 3,925 38
“ St. Lawrence Canals.....	\$ 7,471 32	
“ Chambly Canals.....	1,445 97	
“ Rideau Canals.....		646 75
“ Ottawa Canals.....	2,626 29	
“ St. Peter's Canal.....	1,374 10	
“ Trent Valley Canals.....	98 28	
“ Murray Canal.....		84 76
Total.....	\$ 13,015 96	\$4,656 89
Total increase	\$ 8,359 07	

These figures are somewhat changed by refunds under Orders in Council hereafter referred to.

There were refunded, Welland and St. Lawrence Canal tolls, on grain in 1891, to the amount of \$49,834.98, and in 1892, \$40,030.83, including the amount of \$1,279.62, refunds of Welland Canal tolls on wheat which was ground and the flour exported out of the country, which makes an actual increase of revenue for 1892 of \$18,163.22.

In compliance with the renewed request of forwarders and shippers of Montreal for the continuance of the reduction of tolls on certain agricultural products, His Excellency the Governor General, on the 4th of April, 1892, authorized a refund of canal tolls as follows, viz.:—

That a refund be made of a portion of the canal tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal, in all cases where the said products so carried are exported, and in such cases only.

That this rebate be such as to reduce the tolls to two cents per ton of the said products or any of them, and that the conditions of such refund be the following:—

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right of this rebate shall not be lost by reason of intermediate transshipment, provided that the place of such transshipment is one within the Dominion of Canada.

That the right to this rebate shall extend to any portions of cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

This refund was made applicable by Order in Council on the 15th July, 1892, to the above named products when shipped from any Lake Ontario ports.

There were 195,224 tons of grain passed down the Welland Canal and transhipped at Canadian ports to Montreal, and exported out of the country, during the season of 1892, upon which a refund was made of 18 cents a ton, Welland Canal tolls to the amount of \$35,140.32.

QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of eleven years, is as follows:—

QUANTITY PASSED DOWN TO MONTREAL.		QUANTITY ON WHICH FULL TOLLS WERE PAID.	
		To Ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882.....	180,694		63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	228,513	16,899	245,932
1891.....	*295,509	6,805	202,710
1892.....	†261,954	8,942	201,540

* Of this quantity 17,817 tons of corn and wheat were transhipped at Ogdensburg.

† Of this quantity 4,341 tons of wheat were transhipped at Ogdensburg.

A refund of 10 cents per ton was allowed on grain passed down the Welland and St. Lawrence Canals to Montreal, for 1884, and to June, 1885, and 18 cents per ton from 1st July, 1885, to December, 1891, and 18 cents a ton on the quantity passed down to Montreal and exported out of the country during the season of 1892.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 186,814 tons to 261,954 tons; and the quantity passed down the Welland Canal, from United States ports to United States ports, has increased from 121,876 to 201,540 tons.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways, for a period of 11 years, is reported as follows:—

	Tons.
For 1882.....	75,026
1883.....	98,672
1884.....	142,231
1885.....	160,821
1886.....	165,613

APPENDIX No. 1

CANAL STATISTICS

FOR SEASON OF NAVIGATION

REVENUE.

The total revenue, exclusive of hydraulic revenue, was

For 1891. \$1,279,622.
 1892. \$1,359,070.

By comparing the statistics of 1891 with 1892, it is seen that the revenue has increased \$8,359.07.

The increases and decreases are as follows:

On the Welland Canal.....	
“ St. Lawrence Canals.....	
“ Chambly Canals.....	
“ Rideau Canals.....	
“ Ottawa Canals.....	
“ St. Peter's Canal.....	
“ Trent Valley Canals.....	
“ Murray Canal.....	

Total.....
 Total increase

These figures are somewhat changed by the results of the year after referred to.

There were refunded, Welland and St. Lawrence Canals, to the amount of \$49,834.98, and to the amount of \$1,279.62, refunds of Welland Canal for goods exported out of the country, which amounts to \$18,163.22.

In compliance with the recommendation of the Commission for the continuance of the reduction of the canal tolls, His Excellency the Governor General has reduced the canal tolls as follows, viz.:

That a refund be made on the tolls paid for the transportation of corn, pease, barley, rye, and other grain, through the Welland Canal, from the east of Montreal, in all such cases only.

That this refund be made on the products or any other goods.

That the amount of the refund be shown to the Commission of Montreal and the Commission of Montreal.

The Commission of Montreal has shown to the Commission of Montreal the amount of the refund.

That the right is reserved
at Port Colborne and re-entrance
above named products from

That payment is made for
cargoes of the said grain
port out of Montreal.

That this Canal

This notice is given
the above named grain

There are no

shippers of grain

owners of grain

to be taken

1892, as compared with 1891 on the several
trade to the seaboard, are as follows:—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
		17,535		5.48
Railways.	107,270		58.16	
	2,158,381	155,965	91.58	14.78

It will be seen that the quantity of freight from
United States ports, on the south of Lake Ontario,
in 1883, to 330,403 tons in 1892; and the quantity
at Sarnia and Cornwall, has decreased from 184,502
tons in 1883, to 267,485 tons in 1892.

SHIPMENT OF GRAIN.

Through the Welland Canal in Canadian and United
States years, is as follows:—

	Tons.
Aggregate quantity of.....	143,330
do	178,233
do	143,025
do	165,117
do	184,275
do	190,664
do	159,018

	Tons.
Aggregate quantity of.....	62,222
do	12,477
do	43,667
do	108,358
do	35,560
do	90,153
do	109,812

Our cargoes of 924 tons of grain through to Mon-
treal in 1891 with 1,441 tons, and three in 1890 with

lightened their cargoes at Kingston in 1892,

recharged the whole of their cargoes at Kingston in
1892 in 1890.

	Tons.
For 1887	191,760
1888	113,794
1889	94,943
1890	119,208
1891	184,410
1892	291,680

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period, was:—

	Tons.
For 1882	230,055
1883	263,368
1884	174,496
1885	134,824
1886	272,133
1887	237,881
1888	166,191
1889	275,414
1890	242,571
1891	320,434
1892	302,899

Comparative shipments of grain by the St. Lawrence route, and rail and water via the state of New York, are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canals to Montreal, is as follows:—

	Tons.
For 1891	320,434
1892	302,899
Showing a decrease of	<u>17,535</u>

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1891	184,410
1892	291,680
Showing an increase of	<u>107,270</u>

The quantity of grain arrived at tidewater by New York canals, is reported as follows:—

	Tons.
For 1891	1,055,278
1892	899,313
Showing a decrease of	<u>155,965</u>

The quantity of grain carried to tidewater by the New York railways, is reported as follows:—

	Tons.
For 1891.....	2,356,660
1892.....	4,515,041
Showing an increase of.....	<u>2,158,381</u>

The increases and decreases for 1892, as compared with 1891 on the several routes, competing for the carrying trade to the seaboard, are as follows:—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals.....		17,535		5.48
do Canadian Pacific and Grand Trunk Railways.....	107,270		58.16	
do New York Canals.....		155,965		14.78
do do Railways.....	2,158,381		91.58	

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to United States ports, on the south of Lake Ontario, has increased from 175,455 tons in 1883, to 330,403 tons in 1892; and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has decreased from 184,502 tons in 1883, to 69,886 tons in 1892. The quantity passed down to Montreal shows an increase from 205,394 tons in 1883, to 267,485 tons in 1892.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for seven years, is as follows:—

In Canadian vessels, there were in—

	Tons.
1886, 244 cargoes, with an aggregate quantity of.....	143,330
1887, 284 do do.....	178,233
1888, 182 do do.....	143,025
1889, 208 do do.....	165,117
1890, 203 do do.....	184,275
1891, 209 do do.....	190,664
1892, 158 do do.....	159,018

In United States vessels, there were in—

	Tons.
1886, 97 cargoes, with an aggregate quantity of.....	62,222
1887, 19 do do.....	12,477
1888, 60 do do.....	43,667
1889, 111 do do.....	108,358
1890, 35 do do.....	35,560
1891, 77 do do.....	90,153
1892, 89 do do.....	109,812

Two Canadian vessels took their cargoes of 924 tons of grain through to Montreal intact in 1892, against three in 1891 with 1,441 tons, and three in 1890 with 1,281 tons.

Twenty-five Canadian vessels lightened their cargoes at Kingston in 1892, against 44 in 1891, and 63 in 1890.

Two hundred and twenty discharged the whole of their cargoes at Kingston in 1892, against 293 in 1891, and 172 in 1890.

The quantity of grain transhipped at Port Colborne in 1892 and the three previous years is given below. The total number of grain laden vessels lightened at this port in 1892, was 74, against 81 the previous year.—

Variety.	1889.	1890.	1891.	1892.
	Bush.	Bush.	Bush.	Bush.
Wheat	37,222	4,310	16,665	68,736
Corn	254,690	773,687	482,802	576,289
Rye	Nil.	Nil.	1,330	2,467
Oats	8,218	44,294	130,276	102,529

The quantity discharged in this port from vessels which did not enter the canal was as follows:—

Variety.	1889.	1890.	1891.	1892.
	Bush.	Bush.	Bush.	Bush.
Wheat	8,608	Nil.	16,628	Nil.
Corn	Nil.	Nil.	Nil.	Nil.
Rye	Nil.	Nil.	Nil.	Nil.
Oats	Nil.	Nil.	Nil.	Nil.

The total quantity of freight moved on the Welland Canal during the season of 1892, was 955,554 tons; of this quantity 929,946 tons was through freight, and 25,608 tons were way or local freight.

WELLAND CANAL.

East and West-bound Freight.

There were 685,348 tons of freight passed eastward, and 270,206 passed westward.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1892 was 929,946 tons.

Of this quantity 263,680 tons were west-bound and 666,266 tons east-bound freight.

Of the through east-bound freight Canadian vessels carried 245,739 tons and United States vessels carried 420,527 tons; and of the west-bound freight Canadian vessels carried 22,267 tons, and United States vessels carried 241,413 tons.

Of the total quantity of through freight Canadian vessels carried 268,006 tons, and United States vessels carried 661,940 tons.

The total quantity of freight moved on the St. Lawrence Canal during the season of 1892 was 966,755 tons. Of this quantity 518,273 tons were through freight, and 448,482 tons were (way) or local freight.

ST. LAWRENCE CANALS.

East and West-bound Freight.

Of the total quantity of freight passed through the canals during 1892, there were 720,580 tons passed eastward and 246,175 tons passed westward.

The total quantity of through freight was 518,273 tons; of this quantity 486,314 tons was east-bound and 31,959 tons was west-bound.

Of the total quantity of (way) or local freight, 234,266 tons were east-bound and 214,216 tons west-bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &c.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during twelve years, is as follows:—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1881.....	169,213	37,190
1882.....	108,835	24,488
1883.....	205,394	27,488
1884.....	168,715	9,425
1885.....	132,968	16,115
1886.....	244,514	16,801
1887.....	213,834	14,075
1888.....	183,899	19,310
1889.....	298,197	25,370
1890.....	231,746	31,951
1891.....	309,593	14,060
1892.....	263,144	9,452

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of twelve years, is as follows:—

	Eastward. Tons.	Westward. Tons.	Total.
1881.....	96,266	97,907	— 194,173
1882.....	110,286	172,520	— 282,806
1883.....	174,912	257,699	— 432,611
1884.....	163,998	243,081	— 407,079
1885.....	168,212	216,297	— 384,509
1886.....	244,916	239,562	— 484,478
1887.....	189,427	151,074	— 340,501
1888.....	221,062	213,689	— 434,751
1889.....	297,353	266,231	— 563,584
1890.....	318,259	215,698	— 533,957
1891.....	306,257	247,543	— 553,800
1892.....	300,733	240,332	— 541,065

The total quantity of freight passed through the Welland Canal from United States ports to United States ports, shows a decrease of 12,735 tons as compared with the previous year; and an increase of 346,892 tons as compared with 1881.

Statistical Comparison of various United States Routes.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to Statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York canals was 937,999 tons in 1892, against 1,092,355 in 1891 and 1,167,901 in 1890.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being:—

	Tons.		Tons.
In 1892.....	5,913,013	In 1885.....	4,105,594
1891.....	3,565,381	1884.....	3,639,805
1890.....	4,336,199	1883.....	4,422,461
1889.....	3,654,984	1882.....	3,888,557
1888.....*	3,197,634	1880.....	4,732,385
1887.....	3,847,766	1869.....	1,087,809
1886.....	3,802,262		

* Flour and grain only.

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the state of New York, during twenty-two years:—

	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	
1869	1,302,613	1,087,809	2,390,342	545
1870	1,295,010	1,766,457	3,061,467	423
1871	1,850,198	2,205,589	4,055,787	456
1872	1,674,320	1,870,614	3,544,934	472
1873	1,745,171	2,036,992	3,782,163	461
1874	1,767,598	2,791,517	4,559,115	387
1875	1,305,550	2,343,241	3,648,791	357
1876	1,064,293	2,875,803	3,940,096	270
1877	1,498,984	2,493,683	3,992,667	375
1878	1,912,734	3,695,764	5,608,498	341
1879	1,833,399	4,353,617	6,187,016	296
1880	2,371,090	4,732,385	7,103,475	333
1881	1,116,561	4,983,722	6,100,283	183
1882	1,118,776	3,885,557	5,004,333	223
1883	1,379,000	4,422,461	5,801,461	237
1884	1,236,986	3,639,805	4,876,791	253
1885	1,063,310	4,105,594	5,168,904	205
1886	1,489,886	3,802,262	5,292,148	281
1887	1,539,403	3,847,766	5,387,169	285
1888	1,166,958	3,197,734	4,364,692	267
1889	1,296,896	3,654,984	4,951,880	262
1890	1,167,901	4,336,199	5,504,100	212
1891	1,092,355	3,565,381	4,657,736	234
1892	937,999	5,913,013	6,851,012	137

The total quantity of freight passed through the several divisions of the canals during the season of 1892 is as follows:—

	Farm Stock.	Forest, Produce of Wood.	Manu- factures.	Merchandise	Agricultural Products.	Total.
Welland.....	92	140,175	15,182	271,536	528,569	955,554
St. Lawrence.....	913	112,523	51,052	337,595	464,672	966,755
Chambly.....	255	162,216	3,833	96,370	8,092	270,766
Ottawa.....	1,070	628,449	320	8,010	9,162	647,011
Rideau.....	33	73,443	2,916	16,154	3,820	96,366
St. Peter's.....		4,572		41,684	12,786	59,042
Murray.....	52	6,203	660	3,057	3,757	13,729
Trent Valley.....		22,317	26	170		22,513

The total quantity of freight moved on the Welland was 955,554 tons, of which 528,569 tons were agricultural products.

On the St. Lawrence Canals, the total quantity of freight moved was 966,755 tons, of which 464,672 tons were agricultural products, and 337,595 tons were merchandise.

On the Ottawa Canals, the total quantity of freight moved was 647,011 tons, of this quantity 628,449 tons were the produce of the forest.

The total quantity of freight moved on all the canals for the season of 1892 was 3,031,736 tons.

NORWAY TO CHICAGO.

During the month of May the steamship "Wergerland," of Bergen, Norway, passed up the St. Lawrence and Welland Canals with a cargo of fish from Norway to Chicago, and returned on the 6th of June with a cargo consisting of 176 tons of flour, 294 tons of wheat and 29 tons of meat.

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS *via* THE STATE OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried:—

	Per cent.		Per cent.
In 1859.....	68·9	In 1881.....	18·5
1869.....	47·0	1882.....	19·0
1870.....	38·9	1883.....	18·7
1871.....	38·9	1884.....	19·0
1872.....	40·1	1885.....	17·1
1873.....	34·9	1886.....	16·9
1874.....	31·7	1887.....	16·3
1875.....	28·4	1888.....	18·8
1876.....	24·6	1889.....	15·1
1877.....	28·3	1890.....	13·9
1878.....	27·1	1891.....	13·4
1879.....	23·7	1892.....	9·8
1880.....	25·1		

The quantity of freight carried by the canals and railways was greater in 1892 by 5,094,390 tons than the quantity carried in 1891 and an increase of 31,165,395 tons over 1869.

The quantities carried were as follows:—

	Total Tonnage.	Proportion by Canals.
In 1859.....	5,485,076	·6890
1869.....	12,453,174	·4705
1870.....	15,148,274	·3895
1871.....	15,844,152	·3896
1872.....	16,631,609	·4012
1873.....	18,200,208	·3497
1874.....	18,283,547	·3174
1875.....	17,101,758	·2841
1876.....	16,948,627	·2462
1877.....	17,489,770	·2833
1878.....	19,017,301	·2719
1879.....	22,590,766	·2373
1880.....	25,706,586	·2512
1881.....	27,857,394	·1859
1882.....	28,693,054	·1905
1883.....	30,167,119	·1877
1884.....	26,293,844	·1905
1885.....	27,543,948	·1718
1886.....	31,168,744	·1698
1887.....	34,029,791	·1632
1888.....	26,244,610	·1883
1889.....	35,466,042	·1514
1890.....	37,624,199	·1394
1891.....	38,524,179	·1343
1892.....	43,618,569	·0982

Average freight rates, grain, Chicago to Buffalo:—

Year.	Wheat.	Year.	Wheat.
1878.....	3·1	1887.....	4·1
1879.....	4·7	1888.....	2·7
1880.....	5·7	1889.....	2·5
1881.....	3·2	1890.....	1·9
1882.....	2·5	1891.....	2·5
1883.....	3·5	1892.....	2·2
1884.....	2·1		
1885.....	2·0	Average fifteen years.	3·1
1886.....	3·6		

Handling charge to vessel on grain, \$3.50 to \$4.00 per 1,000 bushels.

"Wheat was shipped from Duluth to Kingston, Ont., during the season of 1887, at $6\frac{1}{4}$ to $7\frac{1}{4}$ cents; in 1888, at 4 to 5 cents; in 1889, at—; in 1890, at $5\frac{1}{4}$, $5\frac{1}{2}$, $4\frac{1}{2}$, 4 cents; in 1891, during May, $3\frac{1}{2}$, $3\frac{1}{4}$, 3, $2\frac{1}{2}$ cents; during June, 3 cents; and on 25th July, $2\frac{1}{2}$ cents; and in 1892, 5 cents in April; $5\frac{1}{4}$ cents in May; 4 cents in June; $4\frac{1}{2}$ cents in July; 3 cents in August; and 6, $6\frac{1}{4}$ in October, per bushel."

SAULT STE. MARIE CANAL.

The following is the comparative statement showing the trade through the Sault Ste. Marie Canal, for the years 1891 and 1892:—

Items.		1891.	1892.
Steam and sail vessels.....	Number.	10,191	12,580
Lockages.....	"	4,891	5,867
Tonnage, registered.....	net tons.	8,400,685	10,647,203
do freight.....	"	8,888,759	11,214,333
Passenger.....	Number.	26,190	25,886
Coal.....	net tons.	2,507,532	2,904,266
Flour.....	barrels.	3,780,143	5,418,135
Grain.....	bushels.	39,848,674	42,661,470
Manufactured, and pig iron.....	net tons.	69,741	59,772
Salt.....	barrels.	234,528	41,748
Copper.....	net tons.	69,190	64,993
Iron ore.....	"	3,560,213	4,901,132
Lumber.....	feet.	366,305,000	512,844,000
Silver ore, bullion.....	net tons.	1,731	1,930
Building stone.....	"	44,080	39,698
Unclassified freight.....	"	417,039	459,146
Total valuation of property, 1886.....	\$	69,080,071 95	
do do 1887.....		79,031,757 78	
do do 1888.....		82,156,019 97	
do do 1889.....		83,732,527 15	
do do 1890.....		102,214,948 70	
do do 1891.....		128,178,208 51	
do do 1892.....		135,117,267 10	

ERIE CANAL.

Mr. Hannan, Superintendent of Public Works, Albany, reports on the traffic through the Erie Canal, for 1892, as follows:—

TONNAGE.

"The whole number of tons of freight carried upon the canals of this state for the season of 1892 was 4,281,995 tons, and was composed of the following described classes of articles:—

	Tons.
Produce of the forest ..	1,249,381
Agriculture.....	1,038,851
Manufactures.....	125,781
Merchandise.....	292,468
Other articles ..	1,575,514
Total	4,281,995

"Of the total tonnage moved 2,404,484 tons were through freight, and 1,877,511 tons were way freight, and 2,986,070 tons went east, 1,295,925 tons went west.

"Comparing the tonnage of the past season with that of 1891 there is shown to be a loss of 281,447 tons, which is attributable to the fact that the railroads have advanced their equipments to such a degree that they are able to carry freight as cheaply by rail as it can be done by canal. This is especially so in such articles as grain, stone and clay, anthracite and bituminous coal, and iron and other ores, which, together with lumber, make up ninety per cent of the merchandise usually transported by canal.

"In my annual report submitted to the legislature in 1891, I directed attention to the improvements made by railroads as compared with the improvements made to the canals of this state for the past several years. The statements made then have since been corroborated by the fact that the railroads have been able to carry freight at a rate which would have been unprofitable to the canal boatmen, and in consequence the canal did not get its share of the carrying trade.

"This was the case during the early part of the season of navigation, and was continued for two months. With the ripening of the crops and the consequent shipment of grain to the seaboard, prices became remunerative to the boatmen and the volume of shipments increased.

"It will be noted, however, that as the railway improvements are perfected, the tonnage of the competing railroads increases, while there is a decrease in canal shipments to a greater or less degree.

"The following is the tonnage of the canals and the principal competing lines each year since the abolition of tolls on the canals :—

Year.	Canals.	New York Central Railway.	Erie Railway.
	Tons.	Tons.	Tons.
1883	5,664,056	10,892,440	13,610,623
1884	5,004,488	10,212,418	16,219,598
1885	4,731,784	10,733,499	10,253,489
1886	5,293,982	12,636,435	18,668,235
1887	5,553,805	14,531,726	13,949,260
1888	4,942,948	15,162,812	15,174,009
1889	5,370,369	15,011,541	15,084,132
1890	5,246,102	16,108,441	16,269,656
1891	4,563,472	16,621,567	17,339,140
1892	4,281,995	20,721,752	18,334,716

IMPROVEMENTS.

"What improvements can be made to the canal to meet its wants and place it on a footing to compete with other carrying routes, so as to continue its use as a great freight regulator and to place it in such a condition that it will remain a benefit to the people of the state? This question has agitated the ingenious minds of a great many people. Various methods have been proposed and considered. Among them one method has been to lengthen the locks so as to permit two boats to be locked at once, thereby saving expense to boatmen in transportation by enabling them to tow two boats by using a less number of horses and men, also reducing the time of transportation between Buffalo and tide water. This improvement has been tried, and while it has been of some benefit, it is still inadequate for the occasion.

"There are two other propositions for improvement being offered, one to increase the speed by power other than horses, and the other to increase the capacity of boats by either deepening the canal or raising its banks, thereby enabling it to get a greater depth of water.

"The question of deepening the canal would require a great expenditure of money, as it would cause the rebuilding of all its structures. The propositions of

raising the banks would be the most feasible of either of the suggestions, as the present structures could be utilized by increasing their height. The other proposition is to increase the motive power and thereby increase the speed of boats; this should be considered very favourably. The power to be considered is electricity, for the great natural facilities for generating such power along the line of the canal are very favourable."

The usual detailed statements in explanation of the various points referred to and of in-transit trade are hereto appended.

(From Reports of Geo. F. Stone, Secretary, Board of Trade, Chicago.)

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1892.

	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTALS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.		\$ cts.
Wheat.....Bush.	1,453,677	1,077,964 48	641,562	494,155 75	2,095,239	1,572,118 23
Corn....."	1,502,528	712,679 03	748,566	377,647 59	2,251,094	1,090,326 62
Oats....."	35,925	11,855 00			35,925	11,855 00
Rye....."	156,870	123,792 60	181,780	132,418 97	338,650	256,211 57
Flax seed....."	31,675	32,774 08			31,675	32,774 08
Timothy seed....."			141	185 00	141	185 00
Flour.....Brls.			1,795	8,000 00	1,795	8,000 00
Corn meal....."	50	150 00			50	150 00
Pork....."	50	612 50			50	612 50
Beef....."	20	142 50	709	6,950 00	729	7,092 50
Lard....."	20	235 12			20	235 12
Gen'l merchandise...Pkgs.			87	870 00	87	870 00
Total value.....		1,960,205 31		1,020,225 31		2,980,430 62

SHIPMENTS of Grain (in-transit and export) from Chicago, by Lake, during 1892.

Shipped to	CORN.		OATS.		WHEAT.	RYE.	TOTALS.
	Export.	In Transit.	Export.	In Transit.	Export.	Export.	
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Christiansand, Norway and Sweden.....					9,800		9,800
Collingwood, Ont.....		21,519					21,519
Kingston, Ont.....	1,786,202				2,041,002	230,246	4,067,450
Midland, Ont.....	265,917	1,179,286	35,925	465,193			1,946,320
Montreal, Que.....	107,662				44,437	108,404	260,503
Port Edward, Ont.....		595,003		212,607			807,610
Prescott, Ont.....	66,313						66,313
Sarnia, Ont.....		395,936		1,016,391			1,412,327
Toronto, Ont.....	25,000						25,000
Totals.....	2,251,094	2,191,744	35,925	1,694,191	2,095,239	338,650	8,606,843

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT.

The following statement shows the dates of the changes in the ruling rates on wheat from Duluth to Buffalo during the season of 1892, on the dates specified:—

Date, 1892.	Rate.	Date, 1892.	Rate.
	Cents.		Cents.
Opening to May 7.....	3½	Aug. 27.....	3
May 16.....	3½	Oct. 1.....	3½
June 4.....	2½	do 15.....	3½
do 18.....	2½	do 22.....	4
do 25.....	3	Nov. 5.....	3½
July 9.....	3½	do 12.....	4
do 16.....	3 to 3½	do 17.....	3½
Aug. 2.....	3	do 26.....	3½
do 6.....	3½	do 30.....	4
do 20.....	2½		

In 1885 the range of freight on wheat, Duluth to Buffalo, was 1½ to 5 cents; in 1886, 3½ to 8 cents; in 1887, 5 to 8 cents; in 1888, 2 to 5 cents; in 1889, 2 to 5 cents; in 1890, 2 to 5 cents; in 1891, 1½ to 9½ cents; and in 1892, 2½ to 4 cents per bushel.

The first arrival by lake at Duluth, in 1892 on 21st April, in 1891 on 30th April, in 1890 on 23rd April, in 1889 on 20th April, in 1888 on 12th May, in 1887 on 8th May, and in 1886 on 4th May.

The following statement shows the average rates of canal freights on wheat and corn, between Buffalo and New York, during each month in the past ten years, and the highest and lowest rates on wheat, and average rate on wheat in each year:

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883 { Wheat.....	5·0	4·3	3·9	4·6	6·3	5·5	4·6
{ Corn.....	4·5	3·9	3·6	4·3	5·9	5·0	4·1
Highest rate, wheat, 1883, 6·5c. ; lowest, 3·5c. ; average for the season, 4·9c.							
1884 { Wheat.....	3·8	3·4	3·6	4·2	4·7	5·0	4·7
{ Corn.....	3·4	3·1	3·2	3·8	4·2	4·4	4·2
Highest rate, wheat, 1884, 5·5c. ; lowest, 3·2c. ; average for the season, 4·2c.							
1885 { Wheat.....	4·2	3·1	3·0	3·7	3·5	4·2	5·0
{ Corn.....	3·8	2·9	2·8	3·3	3·2	3·9	4·5
Highest rate, wheat, 1885, 6c. ; lowest, 3c. ; average for the season, 3·8c.							
1886 { Wheat.....	5·7	3·8	4·0	5·4	6·0	5·5	4·8
{ Corn.....	5·1	3·4	3·6	4·8	5·5	5·0	4·5
Highest rate, wheat, 1886, 6·5c. ; lowest, 3c. ; average for the season, 5c.							
1887 { Wheat.....	5·1	4·5	3·8	4·0	4·5	4·8	5·8
{ Corn.....	4·6	4·1	3·4	3·6	4·1	4·4	5·3
Highest rate, wheat, 1887, 7c. ; lowest, 3·5c. ; average for the season, 4·6c.							
1888 { Wheat.....	3·4	2·5	2·5	4·1	3·9	3·7	3·5
{ Corn.....	3·1	2·3	2·3	3·8	3·6	3·4	3·2
Highest rate, wheat, 1888, 4·5c. ; lowest, 2c. ; average for the season, 3·4c.							
1889 { Wheat.....	4·0	3·8	4·0	4·4	5·0	5·0	5·0
{ Corn.....	3·6	3·4	3·6	3·9	4·5	4·5	4·4
Highest rate, wheat, 1889, 5c. ; lowest, 3·7c. ; average for the season, 4·8c.							
1890 { Wheat.....	3·9	3·8	3·6	3·8	3·9	4·0	5·5
{ Corn.....	3·5	3·4	3·2	3·4	3·5	3·6	3·1
Highest rate, wheat, 1890, 4·2c. ; lowest, 3c. ; average for the season, 3·8c.							
1891 { Wheat.....	2·8	2·9	2·8	3·8	4·2	4·6	4·0
{ Corn.....	2·5	2·6	2·5	3·5	3·8	4·2	3·6
Highest rate, wheat, 1891, 4·¾c. ; lowest, 2·5c. ; average for the season, 3·5c.							
1892 { Wheat.....	2·7	2·2	2·4	3·0	3·8	4·7	4·6
{ Corn.....	2·4	2·0	2·2	2·6	3·4	4·4	4·3
Highest rate, wheat, 1892, 6c. ; lowest, 2¼c. ; average for the season, 3·5c.							

NOTE.—Canal free of tolls.

FREIGHTS, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax-seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years:—

Year.	Grain Received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage. †
	Bush.	Cts.	Cts.	Cts.
1870.....	32,208,039	11·2	3·1	1½
1871.....	61,319,313	12·6	3·1	1½
1872.....	58,703,666	13·0	3·1	1½
1873.....	65,498,955	11·4	3·1	1½
1874.....	55,660,198	10·0	3·1	1½
1875.....	52,833,451	7·9	2·0	1
1876.....	44,207,121	6·6	2·0	1
1877.....	61,822,292	7·4	1·0	1
1878.....	78,828,443	6·0	1·0	1
1879.....	75,089,768	6·8	1·0	1
1880.....	106,133,009	6·5	1·0	1
1881.....	56,389,827	4·7	1·0	1
1882.....	51,501,503	5·4	1·0	1
1883.....	65,722,080	4·9		1
1884.....	58,011,800	4·2		1
1885.....	52,671,090	3·8		1
1886.....	75,570,850	5·0		1
1887.....	87,073,570	4·6		1
1888.....	73,977,390	3·4		1
1889.....	* 92,290,550	4·8		1
1890.....	91,994,680	3·8		1
1891.....	135,315,510	3·5		1
1892.....	138,872,560	3·5		1

NOTE.—Prior to 1870 tolls were 6·21 cents a bushel, and the elevating charges 2 cents a bushel.
* Including flax-seed. † Storage varied ; five or ten days' limit.

ANNUAL average through Freight Rates on Grain, Flour and Provisions (per 100 lbs.), from Chicago to European Ports, by all Rail to Sea-board and thence by Steamers, from 1880 to 1892.

(Prepared by Secretary of the Board of Trade, Chicago.)

Shipped to	Articles.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
Liverpool	Grain	3287	4075	3187	3958	3490	3487	3672	2943	4428	3647	3718	4922
do	Sacked flour	3625	4187	3625	4162	3371	3491	3420	2287	2782	4030	3499	5423
Glasgow	Provisions	4385	5531	5109	5846	3748	4073	4415	3508	4674	4183	4670	6871
do	Grain	3550	4425	3550	4075	3606	3706	3910	3228	2641	3032	3032	4440
do	Sacked flour	3906	4469	4188	4425	3579	3968	3951	3443	2811	4400	5381	5651
do	Provisions	4969	5953	5833	6142	4658	4855	5329	4086	4789	4086	5381	6732
London	Grain	3462	4250	3550	4510	3902	3945	4086	2921	2783	3620	3620	4276
do	Sacked flour	3681	4328	4047	4510	3784	3784	4021	3171	3825	4276	5550	7385
do	Provisions	4688	5953	5813	6196	4570	4781	5471	4046	4891	6245	5708	7385
Antwerp	do	5025	5250	4688	6094	4472	4961	5219	4327	5373	6279	5471	7385
Hamburg	do	5000	5500	5250	6262	5426	5229	5154	3842	5434	6683	5471	7385
Amsterdam	do	5500	6000	5000	6500	5426	5525	5562	4383	5434	6683	5471	7385
Rotterdam	do	5500	6000	5000	6500	5426	5525	5562	4383	5434	6683	5471	7385
Copenhagen	do	5500	6000	5000	6500	5426	5525	5562	4383	5434	6683	5471	7385
Stockholm	do	6094	6375	5813	6492	5483	5508	5169	4951	4354	7118	5471	7385
Stettin	do	7219	6938	6994	7500	6071	5965	5543	5468	5008	8255	5471	7385
Bordeaux	do	6094	6375	5813	6492	5483	5508	5169	4951	4354	7118	5471	7385
do	do	6200	7500	6650	7491	5821	6421	5708	5068	5603	6432	5471	7385

THE UNITED STATES IN-TRANSIT TRADE.

(Foreign Commerce, Bureau of Statistics, Washington.)

"The in-transit and transshipment transactions of 1892 were distributed as to countries and ports as follows:—

"Of the value of merchandise received from British North America, amounting to \$23,928,255, \$19,005,704 came from the provinces of Quebec, Ontario, Manitoba and the North-west Territory, and \$4,922,551 from other British possessions.

"The receipts from Europe amounted to \$27,598,909, of which \$21,334,783 came from the United Kingdom, and \$6,264,126 from other parts of Europe. The receipts from the West Indies were valued at \$12,604,194, of which those from Cuba amounted to \$11,054,445.

"Merchandise valued at \$1,260,421 was received from Asia and Oceanica.

"Of the shipments from the United States, articles valued at \$26,704,114 were destined for British North America, \$24,189,181 worth of which were shipped to the provinces of Quebec, Ontario, Manitoba and the North-west Territory. The value of shipments to Europe was \$30,317,164, of which merchandise valued at \$20,141,862 was destined for the United Kingdom. The value of shipments to Mexico was \$4,953,911, and of those to the West Indies, \$4,309,014.

"The value of receipts of in-transit merchandise at leading ports of entry was as follows:—At New York, \$33,812,074; Portland, Maine, \$5,987,065; Boston, \$4,853,428; New Orleans, \$2,563,336; San Francisco, \$841,198; Galveston, \$199,841; and at northern border and lake ports, \$16,949,263.

THE CARRYING TRADE.

"Values of the imports and exports of merchandise, by geographical divisions and of merchandise in the in-transit and transshipment trade, carried in cars and other land vehicles, in American and in foreign steam and sailing vessels, respectively, during the year ended 30th June, 1892, with the percentages of the total value of such merchandise carried in American vessels.

IMPORTS and Exports.

Geographical Divisions.	In Cars and other Vehicles.	In American Vessels.		In Foreign Vessels		Total.	Per cent of American Vessels.
		Steam.	Sailing.	Steam.	Sailing.		
	\$	\$	\$	\$	\$	\$	
Europe	3,842,568	9,634,223	5,932,021	1,146,124,815	76,717,992	1,242,251,619	1.25
North America ..	64,835,838	65,642,632	39,844,178	87,112,450	22,185,267	279,620,365	37.72
South America ..		39,721,598	20,176,046	107,457,299	16,520,430	183,875,373	32.58
Asia	4,268,818	9,202,553	7,115,038	61,003,808	18,138,384	99,728,601	16.36
Oceanica		3,581,660	16,433,955	8,287,870	10,427,092	38,730,577	51.68
Africa		81,993	2,631,579	4,833,381	2,807,416	10,354,569	26.21
All other countries			176,259	2,769,168	174,079	3,119,506	5.65
Total	72,947,224	127,864,659	92,309,076	1,417,588,991	146,970,660	1,857,680,610	11.86

IN-TRANSIT and Transshipment Trade.

Total received and shipped	48,385,275	20,218,417	503,040	54,373,624	552,756	6139,135,474	14.89
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a. Transported through adjacent foreign territory.

b. Includes \$15,102,362 merchandise carried in vessels of which the nationality and motive power are not known.

"Of the total value of merchandise, amounting to \$827,402,462, imported during the fiscal year, 1892, \$39,726,595 came overland, \$139,139,891 in United States vessels, and \$648,535,976 in foreign vessels; of the total value of merchandise exported, amounting to \$1,030,278,148 there was shipped by land vehicles \$33,220,629, by United States vessels, \$81,033,844, and by foreign vessels, \$916,023,675.

"It thus appears that, of the imports, only 16·82 per cent of the total value, and of the exports only 7·87 per cent, were shipped in United States vessels.

"Analysing the carrying trade in our foreign commerce by geographical divisions, we find the following percentages of total values carried in United States vessels, to wit:—

Geographical Divisions.	Imports from.	Exports to.
	Per cent.	Per cent.
Europe.....	·98	1·38
North America.....	38·05	37·19
South America.....	28·42	51·46
Asia.....	16·10	17·41
Oceania.....	55·00	46·76
Africa.....	9·31	44·05
All other countries.....	4·09	10·89

"It will be observed that over \$8,000,000 worth of merchandise is returned as imported and exported from and to Europe and Asia "in cars and other land vehicles." This apparent inconsistency is explained by the fact that this merchandise was received and shipped through adjacent foreign territory, and the merchandise having crossed the border of the United States in land vehicles, the transportation is necessarily so returned.

"Of the total value of merchandise shipped in the in-transit and transshipment trade, viz., \$139,135,474, \$48,385,275 was carried in cars and other land vehicles, \$20,721,457 in United States vessels, \$54,926,380 in foreign vessels, and \$15,102,362 in vessels, the nationality and motive power of which were not known. Of the total value of merchandise in the trade only 14·89 per cent was carried in United States vessels. The merchandise valued \$15,102,362, returned as shipped in vessels, nationality and motive power not known, is such merchandise as was shipped across the territory of the United States, the transportation by which the same left the last port of the United States for the foreign countries of destination not being known."

TONNAGE ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES.

"The tonnage entered at ports of the United States in the foreign trade during the year ended 30th June, 1892, as compared with 1891 was as follows:—

	1891.		1892.		INCREASE + DECREASE—	
	Number.	Tons.	Number.	Tons.	Tons.	Per cent.
<i>Entered at Sea Ports.</i>						
American—						
Sailing	3,152	1,336,468	3,126	1,427,976	+91,508	+6.34
Steam	2,626	2,333,904	2,011	2,318,675	—15,229	— .66
Total	5,578	3,670,372	5,627	3,746,651	+76,279	+2.08
Foreign—						
Sailing	6,812	2,942,115	6,413	3,044,594	+102,479	+3.5
Steam	5,607	8,782,124	7,210	11,389,235	+2,607,111	+29.69
Total	12,419	11,724,239	13,623	14,433,829	+2,709,590	+23.11
Total entered at sea ports.	18,197	15,394,611	19,250	18,180,480	+2,785,869	+18.10
<i>Entered at Lake Ports.</i>						
American	5,268	710,432	5,285	723,304	+12,872	+1.81
Foreign	9,113	2,099,252	8,609	2,109,640	+10,388	+ .49
Total entered at lake ports.	14,381	2,809,684	13,894	2,832,944	+23,260	+ .83

ELEVATOR CAPACITY, RECEIPTS AND RATES AT BUFFALO.

Mr. Thurstone, Secretary of Board of Trade, Buffalo, reports as follows:—

1892.

"Opening of navigation to 10th November. Elevating, receiving, weighing and discharging sound grain, $\frac{5}{8}$ cent per bushel; for storing each ten days or parts thereof, $\frac{1}{4}$ cent per bushel. Above charge to be paid by the consignee of the grain. No grain will be received for transfer. The vessel paying only the shovelling.

"November 10th to close of navigation. For elevating, receiving, weighing and discharging sound grain, per bushel, $\frac{5}{8}$ cent; storing first ten days or parts thereof, per bushel, $\frac{1}{4}$ cent; storing each succeeding ten days or parts thereof, per bushel, $\frac{1}{4}$ cent, until such charge (accumulated after the first ten days) shall amount to 2 cents per bushel, then the grain shall be free of storage until five days after the opening of canal navigation in 1893. On all grain in store before 10th November, 1892, the charge for winter storage will be $\frac{1}{4}$ cent per bushel for each ten days or parts thereof, until such charge (accumulated after 10th November, 1892) shall amount to 2 cents per bushel, then the grain shall be free of storage until five days after the opening of canal navigation in 1893. Above charge to be paid by the grain. No grain will be received for transfer.

"The following are about the charges made by elevators for handling sound car grain:—

"Elevating from cars, including shovelling and storing, five or ten days, or parts thereof, one-half of one cent per bushel. Storage each succeeding ten days, or parts thereof, one-quarter of one cent per bushel. Running to side-bin for delivery to cars and wagons, one-quarter of one cent per bushel. Blowing and cleaning, one-quarter of one cent per bushel.

“The following statement shows the names and storage capacity of the several grain elevators, transfers and floaters of the port of Buffalo:—

Names of Elevators.	Capacity.	Names of Elevators.	Capacity.
	Bushels.		Bushels.
Bennett	801,000	Swifts (unused)	
Brown	250,000	Union	130,000
City A	600,000	Watson	600,000
City B	800,000	Wheeler	350,000
C. J. Wells	550,000	Wilkeson	400,000
Coatsworth	1,200,000	William Wells (unused)	
Connecting terminal	950,000		
Dakota	850,000	Total, 36 elevators	15,130,000
Erie Basin (unused)			
Erie Canal (Black Rock)	140,000	Transfer Towers—	
Evans	400,000	Horton	
Exchange	500,000	Hefford	
Frontier	650,000	Chicago	
Flax Seed	65,000	Fulton	
International (Black Rock)	650,000	Merchants'	
Kellogg	600,000	North-west	
Lake Shore (unused)		Western Transit	
Lyon (unused)			
Marine	125,000	Total, 7 transfers	
National and Globe Mills	100,000		
N. Y. L. E. & Western	720,000	Floaters—	
Niagara A	800,000	Cyclone	
Niagara B	1,200,000	Buffalo	
Niagara C	200,000	Free Canal	
Ontario	450,000	Free Trade	
Queen City, A., B. and C.	450,000	Iva. Y. Munn	
Richmond	250,000	Marquette	
Schreck	50,000		
Sternberg (unused)		Total, 6 floaters	
Sturges	300,000		

“Showing a total elevator storage capacity of 15,130,000 bushels of grain; but it may be noted that about twenty per cent should be deducted from this capacity for storage of remnants, working room, and elevators out of repair. The estimated cost of the elevators, transfers and floaters, over \$9,000,000. The transfer capacity for each twenty-four hour would probably aggregate 4,500,000 bushels—that is to say, there are facilities for receiving from lake vessels and railroad, and transporting to canal boats and cars, daily the quantity named from forty-nine elevators, transfers and floaters.

“Of the above list, the connecting terminals, Kellogg, Ontario, Bennett, Niagara B, Dakota, Wilkeson and Evans each have two legs. The terminal, Kellogg and Bennett each have one portable leg, which enables them to work in two hatches of any vessel at the same time. The City B. also has a portable leg, which can be worked in connection with the stationary leg of City A.”

(Circular.)

TOLLS TO BE PAID BY VESSELS PASSING THROUGH THE ST. MARY'S FALLS CANAL.

1892.
Department No. 145.
Bureau of Navigation.

TREASURY DEPARTMENT,
WASHINGTON, D.C., 20th August, 1892.

To Collectors of Customs and others—

For your information and guidance, I append hereto a copy of instructions of this date, addressed to the collector of customs at Marquette, Michigan, relative to tolls to be exacted, under the proclamation of the president, dated the 18th instant, from vessels passing through the St. Mary's Falls Canal.

Sgd., O. L. SPAULDING,
Acting Secretary.

TREASURY DEPARTMENT,

WASHINGTON, D.C., 20th August, 1892.

Collector of Customs, Marquette, Mich.—

SIR,—Your attention is invited to the following proclamation by the president, dated the 18th instant, viz:—

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas, by an Act of Congress, approved 26th July, 1892, entitled "An Act to enforce reciprocal commercial relations between the United States and Canada, and for other purposes," it is provided: "That, with a view of securing reciprocal advantages for the citizens, ports and vessels of the United States, on and after the first day of August, eighteen hundred and ninety-two, whenever and so often as the president shall be satisfied that the passage through any canal or lock connected with the navigation of the St. Lawrence River, the great lakes or the water ways connecting the same, of any vessels of the United States, or of cargoes or passengers in transit to any port of the United States, is prohibited or is made difficult or burdensome by the imposition of tolls or otherwise which, in view of the free passage through the St. Mary's Falls Canal, now permitted to vessels of all nations, he shall deem to be reciprocally unjust and unreasonable, he shall have the power, and it shall be his duty, to suspend, by proclamation to that effect, for such time and to such extent (including absolute prohibition) as he shall deem just, the right of free passage through the St. Mary's Falls Canal, so far as it relates to vessels owned by the subjects of the government so discriminating against the citizens, ports or vessels of the United States, or to any cargoes, portions of cargoes, or passengers in transit to the ports of the government making such discrimination, whether carried in vessels of the United States or of other nations.

"In such case and during such suspension tolls shall be levied, collected and paid as follows, to wit: Upon freight of whatever kind or description, not to exceed two dollars per ton; upon passengers, not to exceed five dollars each, as shall be, from time to time, determined by the president: *Provided*, That no tolls shall be charged or collected upon freight or passengers carried to or landed at Ogdensburg, or any port west of Ogdensburg and south of a line drawn from the northern boundary of the state of New York through the St. Lawrence River, the great lakes and their connecting channels to the northern boundary of the state of Minnesota.

"Sec. 2. All tolls so charged shall be collected under such regulations as shall be prescribed by the secretary of the treasury, who may require the master of such vessel to furnish a sworn statement of the amount and kind of cargo and the number of passengers carried and the destination of the same, and such proof of the actual delivery of such cargo or passengers at some port or place within the limits above named as he shall deem satisfactory; and until such proof is furnished such freight and passengers may be considered to have been landed at some port or place outside of those limits, and the amount of tolls which would have accrued if they had been so delivered shall constitute a lien, which may be enforced against the vessel in default wherever and whenever found in the waters of the United States," and

Whereas the government of the Dominion of Canada imposes a toll amounting to about 20 cents per ton on all freight passing through the Welland Canal in transit to a port of the United States, and also a further toll on all vessels of the United States and on all passengers in transit to a port of the United States, all of which tolls are without rebate. And

Whereas, the government of the Dominion of Canada, in accordance with an order in Council of 4th April, 1892, refunds 18 cents per ton of the 20 cent toll at the Welland Canal on wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, upon condition that they are originally shipped for and carried to Montreal, or some port east of Montreal for export, and that, if transhipped at an intermediate point, such transhipment is made within the Dominion of Canada, but allows no such nor any other rebate on said products when shipped to a port of the

United States, or when carried to Montreal for export if transhipped within the United States. And

Whereas, the government of the Dominion of Canada, by said system of rebate and otherwise, discriminating against the citizens of the United States in the use of said Welland Canal in violation of the provisions of article 27 of the treaty of Washington, concluded 8th May, 1871. And

Whereas, said Welland Canal is connected with the navigation of the great lakes, and I am satisfied that the passage through it of cargoes in transit to ports of the United States is made difficult and burdensome by said discriminating system of rebate and otherwise, and is reciprocally unjust and unreasonable;

Now, therefore, I, Benjamin Harrison, President of the United States of America, by virtue of the power to that end conferred upon me by said act of congress, approved 26th July, 1892, do hereby direct that from and after 1st September, 1892, until further notice, a toll of 20 cents per ton be levied, collected and paid on all freight of whatever kind or description passing through the St. Mary's Falls Canal in transit to any port of the Dominion of Canada, whether carried in vessels of the United States or of other nations; and to that extent I do hereby suspend from and after said date the right of free passage through said St. Mary's Falls Canal of any and all cargoes or portions of cargoes in transit to Canadian ports.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 18th day of August, in the year of our Lord one thousand eight hundred and ninety-two, and of the independence of the United States of America the one hundred and seventeenth.

Sgd., BENJ. HARRISON.

[SEAL.]

By the President,

JOHN W. FOSTER,

Secretary of State.

On the passage through the canal at St. Mary's Falls, in your district, from and after the 1st proximo, of any vessel with cargo, you will exact tolls as provided for above. But no tolls will be charged or collected as regards freight carried to and landed at Ogdensburg, or any port west of Ogdensburg and south of a line drawn from the northern boundary of the state of New York through the St. Lawrence River, the great lakes and their connecting channels to the northern boundary of the state of Minnesota.

The master of every such vessel will be required to furnish a sworn statement, substantially in the form of a manifest, showing the date, the name of the vessel, its destination, the name of the master, and the number of tons and the kind of merchandise carried. If the destination be such as to exempt the vessel from the tolls, you will make entry of the fact in a book with columns exhibiting the particulars specified in the master's statement, and also the amounts chargeable and the amounts paid. On the next arrival of the vessel you will exact the tolls, unless on or before that time, and within one month from her passage through the canal, there shall be furnished to you proof of the actual delivery of the cargo at some port or place within the limits of the United States above specified. Such proof will consist of the certificate of the collector of customs at the port of destination, showing the

entry of the vessel and the landing of the merchandise there. The certificate will be in the following form:—

**CERTIFICATE OF LANDING OF CARGO TRANSPORTED THROUGH THE
ST. MARY'S FALLS CANALS.**

CUSTOM-HOUSE, PORT OF ———,

COLLECTOR'S OFFICE, ———, 189 .

These are to certify, that there have been delivered at this port from on board the ———, whereof ——— is master, from the port of ———, the following merchandise, *——— transported through the St. Mary's Falls Canal, viz.:

Witness my hand and seal, this ——— day of ———, 189—.

Collector

* Specify number of tons.

Should the prescribed evidence not be furnished within a period of one month after the passage of the canal by the vessel, you will report the facts to the department, to the end that measures may be taken by it for the recovery of the amounts due.

The tolls collected will be deposited as miscellaneous receipts, and included in a special account forwarded to the first auditor, in which the total amount received each month will be credited, and the amount deposited debited, and will be entered on stub book (Cat. No. 399), with other collections, as "tolls for passage of vessels through St. Mary's Falls Canal, ——— tons of freight, \$———."

An abstract will accompany each account, showing the name of the vessel and of the master, the number of tons of merchandise, the date of the master's statement, and the date of payment.

Receipts for the amounts paid will be given to the payers.*

Respectfully yours,

Sgd., O. L. SPAULDING,

Acting Secretary.

(Circular.)

TOLLS, ST. MARY'S FALLS CANAL.

1892.
Department No. 161.
Bureau of Navigation.

TREASURY DEPARTMENT,

WASHINGTON, D.C., 10th September, 1892.

To Collectors of Customs, Northern, North-eastern and North-western Frontiers:

Tolls, as prescribed by the department's circular No. 145, of 1892, will be collected in the case of vessels passing through St. Mary's Falls Canal, consigned to American ports, but whose manifests state that the cargo is to be exported to Canada, either to be retained there or for export therefrom to a foreign country other than the United States.

When the manifest shows that the final destination of the cargo is the United States, or a foreign place other than Canada, *via* the United States, whether the merchandise be subject to "shippers' orders" or otherwise, the collector will issue landing certificate accordingly, unless upon investigation he shall find that the manifest was made out with intent to defraud the United States, or to conceal the true final destination, and that tolls were properly payable, in each case he will withhold his certificate and take measures for the collection of the tolls due.

Sgd., O. L. SPAULDING.

Acting Secretary.

(Circular.)

TOLLS, ST. MARY'S FALLS CANAL..

1892.
Department No. 166.
Bureau of Navigation.

TREASURY DEPARTMENT, 19th September, 1892.

To Collectors of Customs :

Circular No. 161, of 10th September, 1892, relative to tolls on freight shipped in certain cases to ports in the United States *via* St. Mary's Falls Canal, is hereby suspended, pending further investigation.

Sgd.,

O. L. SPAULDING,

Assistant Secretary.

No. 1.—Total Values of Merchandise received from British North America for Immediate Transit across United States Territory, for the Immediate Transshipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1892, inclusive.

YEAR ENDING JUNE 30TH.	COUNTRIES FROM WHICH RECEIVED.					COUNTRIES TO WHICH SHIPPED.				
	British North America.					British North America.				
	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, and the Northwest Territories.	British Columbia.	Newfoundland and Labrador.	Total.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, and the Northwest Territories.	British Columbia.	Newfoundland and Labrador.	Total.
1873.	495,289	12,894,164	5,240	.....	13,394,693	5,282,290	21,320,174	181,720	.....	26,784,184
1874.	449,656	13,616,344	97,691	.....	14,163,690	7,150,036	19,843,169	317,534	.....	27,310,739
1875.	443,570	17,342,933	256,074	.....	18,042,577	8,999,596	20,283,639	517,060	.....	29,800,295
1876.	261,448	22,134,275	195,047	1,137	22,591,902	9,102,600	14,658,358	658,836	94	24,419,888
1877.	160,658	12,092,619	218,418	.....	12,471,695	2,879,422	15,551,238	544,018	2,475	18,977,153
1878.	163,978	11,627,114	412,966	.....	12,204,058	961,268	11,436,470	524,013	934	12,912,685
1879.	194,129	11,606,832	280,079	56	12,081,095	889,539	11,520,877	476,824	2,347	12,889,567
1880.	215,131	16,782,315	137,271	.....	17,134,717	1,643,716	14,886,663	591,436	288	17,042,103
1881.	171,883	16,758,108	72,555	.....	17,002,046	1,778,836	20,857,827	719,268	333	23,856,264
1882.	104,990	28,265,088	113,018	87	28,543,178	2,732,665	34,005,845	855,794	1,190	37,595,484
1883.	661,791	29,204,031	36,973	25	29,802,820	2,456,557	36,878,389	971,307	7,335	39,812,568
1884.	656,233	12,574,953	188,041	.....	13,419,227	1,740,900	19,717,466	1,475,833	5,186	22,939,385
1885.	933,806	12,280,483	308,691	633	13,523,613	1,635,442	16,448,942	1,615,293	781	19,700,458
1886.	1,165,973	9,303,864	359,104	32,079	10,861,020	2,040,298	16,369,229	1,825,178	6,174	20,241,079
1887.	1,684,730	9,606,175	213,816	.....	11,504,721	1,621,748	19,930,496	635,841	70	22,187,966
1888.	1,525,048	6,417,701	372,924	27,134	8,642,817	1,781,028	13,459,169	370,322	1,137	13,611,656
1889.	2,596,238	8,305,178	294,859	89,853	11,836,123	2,484,787	18,993,957	666,597	2,704	22,146,975
1890.	3,070,657	12,449,772	306,897	174,584	16,001,910	5,277,210	21,140,198	913,106	4,690	27,335,204
1891.	3,859,079	15,310,945	422,806	187,840	19,780,470	5,605,614	21,695,992	547,144	34,273	27,883,023
1892.	4,393,062	19,006,704	201,373	328,116	23,928,255	2,079,783	24,189,181	428,188	6,962	26,704,114

2.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transshipment Trade of the United States with the British North American Possessions during the Year ended 30th June, 1892.

FROM WHICH RECEIVED.		COUNTRIES TO WHICH SHIPPED.				
British West Indies.		Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ontario, Manitoba and the Northwest Territories.	British Columbia.	Newfoundland Labrador.	British West Indies.
	\$	\$	\$	\$	\$	\$
			3,435,894	18,274		
		311,640	4,307,155	16		13,615
		1,600	1,705	1,885		98,798
		42,919	1,300			628
			29,458	350		
			560,656	34,640		
			709,119	238,480		
		87,968	9,705,473	73,259	5,700	1,120,398
		458,323				11,682
			550,807			
					528	5,323
					734	1,830
						959
		3,620	4,475,548	738		
			6,000			
			137,275	60,537		
		1,173,713	1,406			7,533
			214,169			
		2,070,783	24,180,181	428,188	6,962	1,269,766

No. 3.—TOTAL VALUES OF Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transshipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1892, inclusive.

Year ending June 30.	COUNTRIES FROM WHICH RECEIVED.						COUNTRIES TO WHICH SHIPPED.						Total Value of Merchandise Received and Shipped.
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	
1868	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,515,604
1869	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,087	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984
1870	10,210,455	302,806	7,215,973	103,977	3,309,227	2,049,422	2,946,053	2,116,249	16,689,037	321,331	136,915	1,983,275	23,191,860
1871	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200	4,031,919	1,033,307	18,406,475	346,872	346,224	1,211,840	25,375,037
1872	17,633,231	227,232	9,276,169	174,104	2,227,422	1,874,162	2,743,494	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873	19,144,815	250,704	13,394,693	286,607	5,736,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,185
1874	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390	5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676
1875	18,637,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,495,285	29,800,295	1,155,004	248,338	757,429	40,686,283
1876	14,304,197	280,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,968,558	24,419,888	1,123,440	600,061	1,163,508	42,062,655
1877	13,732,085	337,897	12,471,696	158,852	1,096,451	1,490,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773
1878	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,230	12,912,685	316,564	319,611	1,305,908	27,337,148
1879	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,045,867
1880	10,311,139	630,704	17,134,747	239,655	3,608,099	1,942,405	10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749
1881	14,898,052	721,844	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,366,204	671,008	177,340	1,648,121	37,704,048
1882	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,961	37,595,484	800,025	319,257	2,421,626	58,065,459
1883	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712	11,089,865	2,758,994	39,312,568	2,982,473	352,552	3,081,875	58,578,327
1884	14,036,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,498	22,939,385	2,748,434	221,061	2,656,635	36,814,392
1885	11,054,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538
1886	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264
1887	17,978,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	10,032,219	4,363,992	22,157,955	2,002,476	608,121	3,561,358	42,766,121
1888	13,707,240	1,817,511	8,342,817	190,497	4,820,846	4,334,298	6,853,195	5,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209
1889	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610	9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,708,287	47,403,253
1890	20,654,427	2,735,546	16,002,394	639,050	9,659,256	5,898,753	10,656,465	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426
1891	20,879,851	2,819,238	19,780,470	585,338	6,977,901	6,475,119	11,988,808	3,640,940	27,883,023	5,052,318	1,066,851	7,985,977	57,497,917
1892	21,334,783	2,930,571	23,928,255	1,368,465	11,054,445	8,936,228	20,141,862	6,956,419	26,704,114	4,963,911	1,472,980	9,298,451	69,567,737

FOREIGN COMMERCE OF THE UNITED STATES.

No. 4.—STATEMENT showing the Total Value of Imports and Exports, and of Gold and Silver Coin in Bullion, into and from the United States, by Countries and Customs Districts, during the year ending 30th June, 1893.
IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of ports.	COUNTRIES.	IMPORTS.				EXPORTS.				TOTAL IMPORTS AND EXPORTS.			
		Value	Per cent of total group.	Per cent of total Im-ports.		Domestic.	Foreign.	Total value.	Per cent of total group.	Per cent of total Ex-ports.	Value.	Per cent of total group.	Per cent of total of Im-ports and Exports.
		\$			\$	\$	\$	\$			\$		
1	Europe.												
	United Kingdom of Great Britain and Ireland	156,300,881	39.91	18.89		493,967,868	5,357,464	499,315,332	58.70	48.46	655,616,213	52.77	35.29
	<i>British North American Possessions.</i>												
2	Nova Scotia, New Brunswick and Prince Edward Island	5,163,218	2.97	.62		3,387,712	280,178	3,667,890	3.48	.36	8,836,108	3.16	.48
	Quebec, Ontario, Manitoba, Rupert's Land and the North-west Territory ..	28,999,366	15.51	3.26		35,827,559	1,854,057	37,681,616	35.70	3.66	64,680,982	23.13	3.48
	British Columbia	2,786,619	1.60	.34		1,790,849	159,432	1,950,281	1.84	.19	4,736,900	1.69	.25
	Newfoundland and Labrador	380,344	.22	.05		1,574,458	11,743	1,586,201	1.50	.15	1,966,545	.71	.11
	Total	36,334,547	20.30	4.27		42,580,578	2,305,410	44,885,988	42.52	4.36	80,220,535	28.69	4.32

FOREIGN CARRYING TRADE.

No. 5.—Value of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1892, inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive), as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.			EXPORTS.			TOTAL IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
1857.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	70.5
1858.		259,116,170	101,773,971		261,214,857	111,745,825		510,331,027	213,519,796	723,850,823	73.7
1859.		203,700,016	78,913,134		243,491,298	81,153,133		447,191,304	160,066,267	607,257,571	68.9
1860.		216,123,428	122,644,702		249,617,953	107,171,509		465,741,381	229,816,211	695,557,592	66.5
1861.		228,544,056	134,001,369		273,062,902	121,039,394		507,247,757	235,040,793	742,288,550	65.0
1862.		201,164,856	134,106,098		179,972,733	69,372,180		381,536,788	203,478,278	584,995,066	50.0
1863.		92,274,100	113,497,629		125,421,318	104,517,667		217,695,418	218,015,236	435,710,714	41.4
1864.		109,744,580	143,175,340		132,127,891	199,880,691		241,872,471	343,056,031	584,928,502	27.5
1865.		81,212,077	248,350,818		102,849,409	237,442,730		184,061,486	485,793,548	669,855,034	27.7
1866.		74,386,116	174,170,336		93,017,756	292,839,588		167,402,872	437,010,124	604,412,996	32.2
1867.		112,040,396	333,471,763		213,671,466	351,754,928		325,711,861	685,226,691	1,010,938,552	33.9
1868.		117,209,536	300,622,035		180,625,368	290,708,368		297,834,904	550,546,074	848,381,978	33.1
1869.		122,965,225	248,659,583		175,106,348	301,886,491		297,981,573	596,492,012	876,448,784	35.6
1870.		136,802,024	300,512,231		153,154,748	325,979,781		289,956,772	638,927,488	991,886,889	31.2
1871.		153,237,077	309,140,510		199,732,324	329,798,978		353,664,172	755,822,576	1,109,486,748	29.5
1872.		163,285,710	363,020,644		190,378,462	392,801,532		345,341,101	839,346,362	1,212,328,233	26.8
1873.		17,635,681	446,416,783		168,044,799	393,929,579		346,364,101	966,723,651	1,340,899,221	26.7
1874.		17,070,548	471,806,765		171,566,718	494,915,866		350,451,944	939,206,106	1,312,690,640	26.8
1875.		14,513,335	405,320,135		174,424,216	533,865,971		314,267,792	813,354,987	1,119,434,544	27.2
1876.		13,083,859	382,940,568		156,385,066	501,838,947		311,076,171	859,920,536	1,142,904,312	26.5
1877.		12,143,667	321,139,500		167,686,467	492,215,487		316,660,281	876,991,123	1,194,046,627	23.9
1878.		10,697,640	320,565,833		164,826,214	530,354,703		317,464,810	911,269,232	1,210,519,399	22.6
1879.		12,965,999	307,407,565		166,561,624	600,769,633		273,015,892	1,294,265,434	1,568,280,926	17.18
1880.		11,983,823	310,499,569		182,425,389	669,583,564		258,346,577	1,269,002,983	1,543,041,974	16.22
1881.		15,142,465	503,404,913		116,365,324	777,162,714		260,586,470	1,212,978,769	1,475,181,831	15.40
1882.		17,193,213	491,840,269		116,365,324	777,162,714		227,229,745	1,268,506,092	1,547,020,316	16.60
1883.		22,854,946	571,517,802		96,962,919	641,460,967		240,420,500	1,127,798,199	1,408,211,302	14.76
1884.		23,063,048	564,175,576		104,418,210	694,331,348		233,699,035	1,070,518,566	1,319,717,064	15.01
1885.		20,140,294	135,046,207		98,652,828	615,287,007		194,865,743	1,070,518,566	1,319,717,064	15.01
1886.		21,149,476	112,864,053		82,001,691	636,004,765		197,349,503	1,070,518,566	1,319,717,064	15.01
1887.		24,555,683	118,942,817		78,406,680	581,973,477		43,700,350	1,070,518,566	1,319,717,064	15.01

1887.....	27,562,059	121,865,493	543,392,216	21,389,666	72,991,253	621,802,292	48,051,725	194,355,746	1,165,194,508	1,408,502,979	13 '80
1888.....	32,209,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,478	1,174,697,321	1,419,911,621	13 '44
1889.....	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660	66,064,378	203,805,08	1,217,063,541	1,487,533,027	13 '70
1890.....	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,617,139,093	12 '29
1891.....	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,856,194	206,439,725	1,450,101,807	1,729,397,006	11 '94
1892.....	39,726,596	139,139,891	646,535,976	33,220,629	81,033,844	916,023,075	72,947,224	220,173,735	1,564,539,651	1,857,680,610	11 '86

NOTES.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

No. 6.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transshipment Trade of the United States with the British North American Possessions during each year from 1871 to 1890.

Year ending 30th June.	Received for transit and transhipment from British North American Possessions.			Shipped in transit to or transhipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	\$	\$	\$	\$	\$	\$
1871.....	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872.....	8,237,859	1,038,310	9,276,169	19,357,842	4,685,448	24,042,790
1873.....	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874.....	12,695,590	1,468,100	14,163,690	20,572,299	6,938,430	27,510,739
1875.....	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.....	21,301,262	1,290,640	22,591,902	19,369,958	5,049,930	24,419,888
1877.....	10,835,642	1,636,053	12,471,695	17,066,855	1,910,298	18,977,153
1878.....	10,314,534	1,889,524	12,204,058	11,914,321	998,364	12,912,685
1879.....	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880.....	15,265,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.....	15,200,967	1,801,079	17,002,046	22,828,270	527,994	23,356,264
1882.....	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883.....	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.....	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.....	12,755,686	767,927	13,523,613	19,105,476	594,982	19,700,458
1886.....	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.....	9,377,041	2,127,680	11,504,721	20,178,365	2,009,500	22,187,865
1888.....	6,303,024	2,033,793	8,346,817	13,347,876	2,063,780	15,411,656
1889.....	8,303,171	3,032,952	11,336,123	19,299,965	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	29,335,201

NOTE.—This movement forms no part of the import and export trade.

No. 7.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, exported from the United States through British Columbia via the Canadian Pacific Railway, to China and Japan during the Year ending 30th June, 1892.

(From Reports furnished by the Canadian Pacific Railway, Treasury Department, Washington.)

Articles.	EXPORTED AT PORT OF						Total.
	Neche, N. Dakota.	Ogdensburg, N. Y.	Portland, Oregon.	Richford, Vt.	San Francisco, Cal.	Tacoma, Wash.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Beans.....					14,160		14,160
Books.....		14,460		580			15,040
Cotton.....		685,703		4,252,390			4,938,093
Canned goods.....		90,840			24,490		115,330
Flour.....			15,451,330		887,800	1,666,000	18,005,130
Ginseng.....	15,560	58,720					74,280
Glass.....				6,690			6,690
Hoops.....	86,520		9,400		15,000		110,920
Leather.....					31,320		31,320
Machinery.....	113,825	101,025		7,440			222,290
Personal effects.....	3,730	7,065		200			10,995
Old glass and iron.....					234,214		234,214
Soap.....					29,610		29,610
Tallow.....					22,980		22,980
Woollens.....		8,000		20,260			28,260
Wire.....				4,220			4,220
Merchandise, not specified.....	2,550	85,982	22,770	16,580	33,550		161,432
Electric goods.....				43,382			43,382
Totals.....	222,185	1,051,795	15,483,500	4,351,742	1,293,124	1,666,000	24,068,346

No. 8.—STATEMENT showing the Kinds and Weights of Commodities imported into the United States, through British Columbia
via the Canadian Pacific Railway, from China and Japan, during the Year ended 30th June, 1892.

(From Reports furnished by the Canadian Pacific Railway; Treasury Department, Washington.)

Articles.	IMPORTED AT PORT OF									Total.
	Buffalo, N. Y.	Detroit, Mich.	Neshe, N. Dakota.	Ogdensburg, N. Y.	Puget Sound, Wash.	Portland, Oregon.	Rouse Point, N. Y.	Richford, Vt.	San Fran- cisco, Cal.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Beans.....				7,228		38,620				45,848
Coffee.....									17,400	17,400
Curios.....			98,032	341,125	131,690	51,266		27,350		649,463
Gunnies.....					205,250	1,826,200				2,031,450
Hemp.....						418,800				418,800
Jute.....						260,000				260,000
Matting.....				93,658						93,658
Oil.....					10,578	28,210				38,788
Personal effects.....			1,829	1,050						2,879
Rice.....			905,473	252,977	639,385	1,916,172			652,000	4,306,007
Silks.....			2,644	1,035,160				16,900		1,054,704
Straw braid.....				15,978						15,978
Sugar.....	31,680	248,612	5,307,645	3,741,313	525,000	901,070				1,426,070
Tea.....		1,500	28,810	336,184	99,791	501,720	31,770	47,364		10,064,895
Merchandise, not specified.....					755,173	1,640,154		46,928		2,808,749
Totals.....	31,680	250,112	6,344,433	5,824,673	2,366,867	7,582,212	31,770	138,542	659,400	23,230,680

No. 9.—STATEMENT showing the kinds and weights of merchandise shipped over the Canadian Pacific Railway from Eastern Ports of the United States to United States ports on the Pacific Coast during the Year ending 30th June, 1892.

(From reports furnished by the Canadian Pacific Railway ; Treasury Department, Washington.)

Articles.	PORT FROM WHICH SHIPPED.						Total.
	Buffalo, N. Y.	Detroit, Mich.	Neche, N. Dak.	Ogdens- burg, N. Y.	Rouse's Point, N. Y.	Richford, Vt.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Agricultural implements...			47,400				47,400
Advertising matter				21,860			21,860
Blacking						2,712	2,712
Boots and shoes	100		39,023	12,128	850	312,017	364,118
Baking powder			20,636				20,636
Bricks			725,528				725,528
Books						100	100
Canned goods			1,212,115	24,690		69,290	1,306,095
Candles			24,000				24,000
Castings		28,000		26,140			54,140
Clothing				4,060			4,060
Coffee						40,830	40,830
Dairy products			43,040				43,040
Dry goods			140,809	367,454	2,960	266,240	777,463
Drugs			160	9,420			9,580
Earthen, China and glass- ware			215,388	24,260		2,130	241,778
Electric supplies		24,000	28,400	595		23,520	76,515
Furniture			148,535	10,120	9,026	5,649	173,330
Glucose			69,310				69,310
Grain			26,940				26,940
Hardware	452	5,440	473,211	55,370	4,338	34,783	573,594
Hoops			24,433				24,433
Household goods	560	25,130	148,295	1,820	1,000	40,535	217,360
Iron—							
Bars, &c			848,331	67,386	144,866	20,000	1,080,583
Pipe			198,950				198,950
Bolts			25,100				25,100
Rails			283,515				283,515
Leather			1,270	1,010		8,750	11,030
Liquor and wines			427,240	1,792			429,032
Machinery	500	46,250	451,548	87,850		3,200	589,348
Maple sugar						2,980	2,980
Musical instruments			46,220	140,100	2,363	208,426	397,109
Nails			7,300		22,700		30,600
Oatmeal			53,870				53,870
Oils			1,103,943	30,300			1,134,243
Packing-house products			40,560				40,560
Paints			34,073			880	34,953
Paper	150		375,609	128,375		243,462	747,596
Patent medicine			42,140			123,064	165,204
Railway equipments			20,000	60,000	60,000		140,000
Roofing, felt			46,000	1,010			47,010
Rope, cordage, &c.			28,120	28,442		98,400	154,962
Rubber goods				220		32,440	32,660
Refrigerators			16,000				16,000
Starch			33,580	198,760			232,340
Soap			28,790	460		320	29,570
Steel rails			104,550				104,550
Stoves			164,925	420			165,345
Syrup			189,450				189,450
Street cars			134,500				134,500
Stone			31,600				31,600
Sheet metal						69,510	69,510
Tar			30,680				30,680
Tins and stamped ware			66,220	26,120		32,000	124,340
Tobacco, cigars, &c			91,503	300,365		179,482	571,350
Vehicles			47,410			16,105	63,515
Varnish			22,900				22,900
Water gates		31,000					31,000
Wire			25,600				25,600

No. 9.—STATEMENT showing the kinds and weights of merchandise, &c.—*Continued.*

ARTICLES.	PORTS FROM WHICH SHIPPED.						
	Buffalo, N. Y.	Detroit, Mich.	Neché, N. Dak.	Ogdens- burg, N. Y.	Rouse's Point, N. Y.	Richford, Vt.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Wood—							
Lumber.....			35,850				35,850
Pulp.....					24,000		24,000
Woodenware.....			177,497			26,800	204,297
Waste.....			44,070				44,070
Miscellaneous.....	1,217	30	588,702	303,214	29,830	395,086	1,318,079
Total.....	2,979	159,850	9,254,839	1,933,741	301,933	2,258,731	13,912,073

No. 10.—STATEMENT showing the kinds and weights of merchandise shipped over the Canadian Pacific Railway, from United States ports on the Pacific Coast, to eastern ports of the United States, during the year ending 30th June, 1892.

(From reports furnished by the Canadian Pacific Railway ; Treasury Department, Washington.)

ARTICLES.	PORT TO WHICH SHIPPED.						
	Buffalo, N. Y.	Detroit, Mich.	Neché, N. Dak.	Ogdens- burg, N. Y.	Rouse's Point, N. Y.	Richford, Vt.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Hides.....			770	21,383			22 153
Hops.....			48,385	91,650			140 035
Household goods.....			37,410			300	37 710
Liquors.....			1,200				1 200
Mincemeat.....				1,000			1 000
Quicksilver.....				189,000			189 000
Salmon—							
Canned.....	26,250	21,000	916,997	323,935	21,210	24,500	1,333,892
Pickled.....						23,100	23,100
Sugar.....			2,204,977				2,204,977
Wood—							
Unmanufactured.....						157,124	157,124
Shingles.....			7,488,470				7,488,470
Wool.....				281,603	186,031	1,215,420	1,683,054
Merchandise, not specified..			11,450	150			11,600
Total.....	26,250	21,000	10,709,659	908,721	207,241	1,420,444	13,293,315

C.—TABLE showing the Tonnage of the undermentioned Articles, moved

YEARS.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.*
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,494	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807

* Apples, meals, all kinds, pease and potatoes.

on all Canals in the State of New York, during a series of Twenty-two Years.

Total.	HEAVY GOODS.					Total.
	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,408
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,406,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	201,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,408
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
937,999	524	40,073	93,216	832,397	136,612	1,102,822

D.—TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876.....	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815

* Fiscal.

† Apples, meal, all kinds, pease, potatoes.

the Welland Canal, during a series of Twenty-two Years ended 31st Dec., 1892.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full Tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,535	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,810	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245

E.—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of Twenty-four Years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Per cent.	Per cent.
1869.....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870.....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2.05	.....
1871.....	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67.59	.....
1872.....	.....	330,032	866,169	41,515	73,572	5,900	88	1,317,276	67.50	.....
1873.....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82.10	.....
1874.....	.....	650,161	459,728	3,192	44,079	112	237	1,157,509	47.18	...
1875.....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29.38	..
1876.....	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331	.....	0.39
1877.....	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55.52	.....
1878.....	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109.08	.....
1879.....	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99.07	.....
1880.....	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162.06	.....
1881.....	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11.75	.....
1882.....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9.96	.....
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51.06	.....
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37.18	.....
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14.36	.....
1886.....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72.11	.....
1887.....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85.64	.....
1888.....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33.87	.....
1889.....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46.88	.....
1890.....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21.23	.....
1891.....	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27.18	.....
1892.....	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10.69	.....

* Apples, meals, all kinds, pease and potatoes.

STATEMENT to Table E, showing the shipments at Oswego during the same period.
VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Per cent.	Per cent.
1869.	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815	.....	.....
1870.	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	.....	11·06
1871.	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	.....
1872.	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	...	36·59
1873.	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874. ....	.....	108,288	46,127	77,007	1,103	7,063	3,747	243,325	.....	9·14
1875.	1,728	32,690	3,034	75,033	3,308	4,989	5,931	126,763	.....	52·67
1876.	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877.	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878.	1,394	24,171	1,383	51,381	.....	10,598	5,222	93,149	..	65·21
1879.	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56·82
1882.	813	20,274	4,401	70,862	416	22,265	7,773	126,804	...	52·65
1883.	432	22,634	535	32,557	.....	14,384	1,967	72,567	.....	73·00
1884.	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.	519	6,484	22	45,264	.....	4,613	2,945	59,847	...	77·62
1886.	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77·88
1887.	790	675	2	44,580	.....	716	1,370	48,133	.....	82·02
1888.	384	2,206	168	6,237	.....	.....	2,196	11,191	...	95·82
1889.	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77·61
1890.	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79·47
1891.	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	.....	85·28
1892.	273	4,806	5,657	5,283	.....	199	2,340	18,558	.....	93·07

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-two Years, ended 31st December, 1892.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	2,693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,571	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	911	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709

* Fiscal.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty-two Years, ended 31st December, 1892.

Year.	VEGETABLE FOOD.							HEAVY GOODS.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	88,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	242,264
1873	10,805	127,727	101,320	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,042	292,176
1874	8,230	229,053	125,627	.....	5,044	.....	5,368	374,226	5,742	8,941	22,888	208,673	19,651	260,885
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	298	413	180,586	8,976	8,688	8,396	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,360	92,964
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	.....	731	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	735	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,824
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,942	6,519	27,030	.....	20,497	276,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	26,115	253,444	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	31,992	244,550	576	2	183,895	184,473

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H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty-two Years, ended 31st December, 1892.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874	1,767,598	647,397	2,791,517	1,157,509	243,325	374,226
1875	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891	1,092,355	367,177	3,565,381	1,000,171	39,410	273,444
1892	937,999	527,426	5,913,013	870,570	18,558	244,550

* Fiscal.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
	Tons.		Tons.		Tons.		Tons.		Tons.	
1882.										
Wheat.....	60,535		46,201		5,203		87,213		199,152	
Corn.....	7,431		6,075		3,468		38,360		53,334	
Rye.....							1,954		1,954	
Coal.....	1,673		51,127		112		27,968		80,880	
Miscellaneous merchandise.....	2,939		3,744		1,553		2,605		10,841	
Lumber..... Ft. B.M.	1,021,957		1,943,568		3,969,790		17,327,483		24,262,798	
Timber..... Cub. ft.	125,960		2,847,066				13,500		3,013,526	
Staves..... No.	59,600		1,065,233				104,000		1,228,833	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	180	68,850	468	130,844	111	68,609	417	127,616	1176	365,929
	Tons.		Tons.		Tons.		Tons.		Tons.	
1883.										
Wheat.....	32,761		29,385		5,928		76,715		144,789	
Corn.....	25,651		21,073		36,146		99,272		182,142	
Barley.....							735		735	
Rye.....							518		518	
Oats.....					731				731	
Coal.....	8,398		48,329		835		40,388		97,950	
Miscellaneous merchandise.....	5,238		3,590		13,195		2,299		24,322	
Lumber..... Ft. B.M.	2,102,292		3,455,590		5,287,386		15,143,274		25,988,542	
Timber..... Cub. ft.	83,700		3,514,944				70,500		3,669,144	
Staves..... No.	32,876		1,038,349				90,000		1,161,225	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
	Tons.		Tons.		Tons.		Tons.		Tons.	
1884.										
Wheat.....	38,859		11,618		5,461		75,474		131,412	
Corn.....	10,841		13,609		26,452		67,909		118,811	
Barley.....	90								90	
Rye.....	477								477	
Oats.....	872				7,963		1,911		10,746	
Coal.....	497		28,275		301		10,154		39,227	
Shingles, firewood and wood- enware.....	548		2,538		49		30		3,165	
Miscellaneous merchandise.....	2,073		3,804		11,793		428		18,103	
Lumber..... Ft. B.M.	3,393,351		1,680,976		8,987,558		18,126,215		32,188,100	
Timber..... Cub. ft.	437,356		2,107,780				159,647		2,704,783	
Staves..... No.			75,000		33,741		301,267		410,008	

I.—STATEMENT showing the quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—Continued.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	67,461	347	80,828	81	35,613	350	106,873	977	290,775
	Tons.		Tons.		Tons.		Tons.		Tons.	
1885.										
Wheat.....		26,025		3,153		6,882		72,478		108,538
Corn.....		16,046		2,462		20,589		78,439		117,536
Barley.....				228						228
Oats.....						217		665		882
Pease.....		11								11
Rye.....										
Coal.....		1,005		20,318				18,560		39,883
Miscellaneous merchandise.....		1,941		3,689		1,111		1,086		7,827
Shingles, woodenware, &c.....		223		9		53		58		343
Sawed lumber..... Ft. B.M.		7,725,105		8,681,081		9,381,654		20,935,270		46,723,110
Square timber..... Cub. ft.		601,516		2,849,526		20,692		113,682		3,585,416
Staves..... No.		104,000		44,000		83,500				231,500
Firewood..... Cords.				783						783
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	261	95,928	426	123,297	118	86,937	358	108,344	1163	414,506
	Tons.		Tons.		Tons.		Tons.		Tons.	
1886.										
Wheat.....		38,984		30,834		2,937		70,019		142,774
Corn.....		48,547		33,315		36,852		99,644		218,358
Barley.....								572		572
Oats.....		6		41		4,331		459		4,837
Pease.....		450		158						608
Rye.....										
Coal.....		4,007		45,018				11,647		60,672
Miscellaneous merchandise.....		2,936		6,728		23,687		281		33,622
Shingles, woodenware, &c.....		329				252		215		1,152
Sawed lumber..... Ft. B.M.		6,915,390		15,719,631		8,953,478		18,405,961		49,994,460
Square timber..... Cub. ft.		564,827		2,335,205				35,500		2,935,532
Staves..... No.		221,280		697,933						919,213
Firewood..... Cords.				390						390
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	250	86,344	372	101,745	107	94,029	163	46,152	892	328,270
	Tons.		Tons.		Tons.		Tons.		Tons.	
1887.										
Wheat.....		80,757		81,652		200		46,186		208,796
Corn.....		12,341		14,775		65,981		20,582		113,679
Barley.....						9		575		584
Oats.....				1,376		11,098		279		12,753
Pease.....				362						362
Rye.....										
Coal.....		1,436		25,165				2,108		28,709
Miscellaneous merchandise.....		2,179		4,609		24,395		415		31,598
Shingles, woodenware, &c.....		1,716		1,081		26				2,823
Sawed lumber..... Ft. B.M.		2,894,767		12,329,728		4,161,349		15,091,355		34,477,199
Square timber..... Cub. ft.		498,770		1,285,594						1,784,364
Staves..... No.				266,697						266,697
Firewood..... Cords.		299		406						705

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—Continued.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.
	Steam.		Sail.		Steam.		Sail.		Steam and Sail
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	242	86,838	339	93,450	114	104,506	219	60,500	914 345,293
	Tons.		Tons.		Tons.		Tons.		Tons.
1888.									
Wheat	45,481		60,379		1,353		40,779		147,992
Corn	38,620		14,251		71,988		71,175		196,024
Barley									
Oats	672				24,967		1,311		26,950
Pease			54		57				111
Rye					71		632		703
Coal	1,603		20,064				4,208		25,897
Miscellaneous merchandise ..	2,165		3,291		22,719		3,722		31,875
Shingles, woodenware, &c. ..	66		84		141		6		297
Sawed lumber	5,262,700		11,977,905		4,451,360		12,539,672		34,230,637
Square timber	687,728		1,555,307		19,000				2,262,035
Staves	106,972		211,436				34,000		352,408
Firewood	179		201						380
	No. Tonnage.		No. Tonnage.		No. Tonnage.		No. Tonnage.		No. Tonnage.
	317	106,048	427	118,071	208	172,873	268	92,442	1220 489,434
	Tons.		Tons.		Tons.		Tons.		Tons.
1889.									
Wheat	38,127		28,064		1,679		46,767		114,627
Corn	60,218		43,819		152,858		96,700		353,595
Barley									
Oats	320				25,347		2,145		27,812
Pease									
Rye	948		634		336				1,918
Coal	3,976		21,148		712		1,664		27,500
Miscellaneous merchandise ..	6,339		5,749		25,082		3,030		40,200
Shingles, woodenware, &c. ..			1				51		52
Sawed lumber	5,789,226		11,632,330		11,792,850		21,026,211		50,240,617
Square timber	924,645		2,934,989						3,859,634
Staves	35,700		194,649						220,349
Firewood			46						46
	No. Tonnage.		No. Tonnage.		No. Tonnage.		No. Tonnage.		No. Tonnage.
	342	110,056	443	117,400	202	204,542	142	50,622	1129 482,620
	Tons.		Tons.		Tons.		Tons.		Tons.
1890.									
Wheat	43,308		35,633		7,514		32,239		118,694
Corn	63,095		51,439		172,756		40,104		327,394
Barley					3,304		3,215		6,519
Oats	479		73		27,030				27,582
Pease					14				14
Rye	1,121								1,121
Coal	1,049		21,732				615		23,396
Miscellaneous merchandise ..	3,146		5,683		32,194		2,510		43,533
Shingles, woodenware, &c. ..	15		1,266		8				1,289
Sawed lumber	5,921,240		5,167,201		10,274,335		14,290,800		35,653,576
Square timber	1,141,194		3,395,832						4,537,026
Staves	12,255		19,947						32,202
Firewood	15		566						581

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the season of Navigation in 1892.

CANADIAN STEAM VESSEL.

Date of Arrival.	Name of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.			Lighterage over Welland Railway.			Lighterage in Tons.		
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight.	Wheat.	Corn.	Rye.	Oats.
1892.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Tons.	Bush.	Tons.	Tons.	Tons.
Sep. 29	Algonquin	1,172	245	40	0	20	6	14	2	13	10	66,001	3,635	110		

UNITED STATES STEAM VESSELS.

April 16	Pueblo	1,054	225	36	0	19	0	14	11	15	0		61,172	10,443		283	
do	H. R. James	1,333	240	42	0	16	8	14	8	15	0		60,892	18,737		387	
do	J. R. Langdon	1,550	240	42	0	16	8	13	0	15	0		24,795		215		
do	F. H. Prince	1,548	240	42	0	16	8	14	6	15	0		65,824	12,328		345	
do	Rhoda Emily	654	166	32	0	19	8	14	0	14	0			2,469		69	
do	Omaha	940	215	34	6	18	9	14	11	14	6		7,752		282		
May	Jno. Rugee	950	216	35	0	18	0	14	10	14	5		55,000	5,849		163	
do	Argonaut	985	213	35	0	12	0	14	11	14	6		48,101	4,345		126	
do	Gov. Smith	1,547	240	42	0	16	8	14	6	14	4		34,112	6,071		203	170
do	Pueblo	1,054	225	36	0	19	0	15	2	14	10		57,000	9,128		273	
do	Escanaba	918	201	35	6	20	1	14	7	14	6		49,242	5,959		178	
do	Omaha	940	215	34	6	18	9	14	10	13	10		56,857	4,629		129	
do	J. R. Langdon	1,550	240	42	0	16	8	14	9	14	11		64,400		327		
do	W. A. Haskill	1,441	235	37	0	16	6	14	5	14	5		50,693	5,307		148	110
do	W. J. Merritt	1,425	235	36	6	16	5	14	1	14	7				110		
June	Jas. R. Langdon	1,550	240	42	0	16	8	13	8	15	0		24,920	7,280		203	
do	W. A. Haskill	1,441	235	37	0	16	6	14	7	14	8		51,816	7,251		203	
do	F. A. Prince	1,548	240	42	0	16	8	14	3	14	3		24,103	2,806		78	42
do	Argonaut	985	213	35	0	12	0	15	0	15	0		50,217	4,907		137	
do	A. McVittie	1,553	240	42	0	16	8	15	0	15	2		42,855	4,921		137	188
do	W. J. Averill	1,425	235	36	6	16	5	14	6	15	0		46,335	7,732		216	
do	H. R. James	1,333	240	42	0	16	8	14	2	14	4		42,862	2,935		82	

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over Welland Railway.				Lighterage in Tons.				
			Length over all.	Width of beam.		Depth of hold.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.
				Ft.	In.															
1892.		Tons.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Bush.	Bush.	Tons.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
June 19	Jas. R. Langdon.	1,550	240	42	0	16	8	13	8	14	1	14,458	352	1,005	2,610	27	73	27	114	27
do 24	Ecana.	918	201	35	6	20	1	15	1	14	8	39,687	404	1,005	2,610	114	92	114	114	114
do 25	Topeka.	1,111	228	36	0	19	0	15	6	14	10	62,226			9,526		267			
do 26	W. A. Haskill.	1,441	265	37	0	16	6	14	0	14	6	12,858	325	943	2,738	17	76	17	17	17
July 3	A. McVittie.	1,553	240	42	0	16	8	14	2	14	4	28,034	365	640	2,743	54	60	54	54	54
do 4	W. J. Averill.	1,425	265	36	6	16	5	14	10	14	11	50,000	384		9,126		255			
do 7	H. R. James.	1,553	240	42	0	16	8	14	3	14	4	43,230	591		72		72			
do 9	Jas. R. Langdon.	1,550	240	42	0	16	8	14	0	14	1	15,000	329	1,063	3,628	34	101	34	34	34
do 11	Rhoda Emily.	654	166	32	0	19	8	14	6	14	9	39,887			2,695		88			
do 14	Ecana.	918	201	35	6	20	1	14	6	13	8		822	1,319	1,179	36	83	36	36	36
do 14	W. A. Haskill.	1,441	265	37	0	16	6	13	6	13	4	26,000			1,179		83			
do 18	Gov. Smith.	1,547	240	42	0	16	8	14	1	15	1	31,502	293	755	7,357		205			
do 20	Jno. Ruge.	950	216	35	0	18	0	14	1	14	7	49,040			2,191					
do 20	A. McVittie.	1,553	240	42	0	16	8	14	3	14	9		373	679	2,721	85	75	85	85	85
do 25	W. J. Averill.	1,425	265	36	6	16	5	14	6	15	0	47,053	419		7,356		206			
do 27	H. R. James.	1,553	240	42	0	16	8	14	5	15	3	17,821		1,440	6,177		172			
do 27	Jas. R. Langdon.	1,550	240	42	0	16	8	13	0	15	2	14,899	340	1,071			159			
do 31	H. A. Prince.	1,548	240	42	0	16	8	14	11	14	10	50,536					60			
Aug. 1	W. A. Haskill.	1,441	265	37	0	16	6	14	7	15	2	56,615					159			
do 5	Gov. Smith.	1,547	240	42	0	16	8	14	6	15	4	44,499								
do 7	A. McVittie.	1,553	240	42	0	16	8	14	11	15	7	50,179	216	300	12,641		270			
do 13	H. R. James.	1,553	240	42	0	16	8	14	10	14	8	46,000	216	15,629	9,662	353	353			
do 16	W. J. Averill.	1,425	265	36	6	16	5	14	10	15	3	52,506	680		8,480		241			
do 17	F. H. Prince.	1,548	240	42	0	16	8	14	7	15	0	42,217	355		9,719		237			
do 17	F. H. Prince.	1,548	240	42	0	16	8	14	7	15	0	42,217	417	400	6,012		168			
do 19	Jas. R. Langdon.	1,550	240	42	0	16	8	13	2	14	4		614	1,120						
do 19	W. A. Haskill.	1,441	265	37	0	16	6	13	6	14	6	42,899	346		1,923		53			
do 23	Gov. Smith.	1,547	240	42	0	16	8	14	9	14	10	27,663	338	848	13,072		364			
do 28	A. McVittie.	1,553	240	42	0	16	8	15	2	15	5	63,891	258		8,532		230			
do 31	W. J. Averill.	1,425	265	36	6	16	5	14	9	15	2	50,152	131		5,962		166			
Sept. 1	H. R. James.	1,553	240	42	0	16	8	14	2	15	3	29,060	383	743						

[illegible]

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.
CANADIAN STEAM VESSEL—Continued.

Date of Arrival.	Names of Vessels.	Grain Cargo and Rolling Freight through the Canal.						Total Cargo through Canals.	Depth of Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in Lighterage.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	From	To		
		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.		Cts.	H. M.
1892.		62,366				1,871				13 6	Duluth.....	Kingston....	2 3 0
Sept. 29	Algonquin												

UNITED STATES STEAM VESSELS—Continued.													
Date of Arrival.	Names of Vessels.	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight.	Total Cargo through Canals.	Depth of Water through Canal midship.	Destination.
		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
April 16	Pueblo	50,729					1,421			279	1,421	13 8	Chicago
do	20 H. R. James.	47,065					1,319				1,598	13 4	do
do	21 J. R. Langdon.	24,795					685		525	406	1,626	13 3	do
do	21 F. H. Prince.	53,496					1,498			159	1,657	13 5	do
do	22 Rhoda Emily			34,854				976			976	13 7	Kingston
do	22 Omaha	48,170				1,446					1,446	13 8	Gladstone
May 3	Jno. Ragge		49,151				1,377				1,377	13 10	Chicago
do	4 Argonaut		43,756				1,226				1,226	14 7	do
do	5 Gov. Smith	7,212				217	786			566	1,569	13 3	do
do	9 Pueblo	47,872				1,437					1,437	13 8	Ogdensburg.
do	9 Escanaba.	43,283				1,299					1,299	13 9	Kingston
do	12 Omaha		52,228			1,605				74	1,463	13 9	do
do	14 J. R. Langdon	53,478					1,271			259	1,679	13 6	do
do	15 W. A. Haskell.	45,386					1,570			529	1,570	13 10	do
do	29 W. J. Merritt.						1,555		1,026	500	1,555	13 11	do
June 1	Jas. R. Langdon.	17,640					494		719	309	1,713	13 7	do
do	5 W. A. Haskell	44,565					1,248			799	1,557	13 11	do
do	7 F. A. Prince	21,297					597		374		1,770	13 11	do
do	7 Argonaut	45,310					1,269				1,269	14 0	do
do	13 A. McVittie	37,934				159	1,063			446	1,268	13 11	Kingston
do	17 W. J. Averill	38,603					1,081			449	1,530	13 11	Ogdensburg.
do	18 H. R. James.	39,947				177	1,119			405	1,701	13 11	do
do	19 Jas. R. Langdon	11,849				978	992			352	1,062	13 11	do
do	24 Escanaba	36,402				290	1,020			290	1,310	13 9	do
do	25 Topeka	52,700					1,476				1,476	14 0	Kingston

do	26 W. A. Haskill	10,120	926	284	325	1,535	13 0	do	Ogdensburg.	2	2 30
July	3 A. McVittie	25,891	586	725	365	1,676	13 11	do	do	2	2 0
do	4 W. J. Averill	40,874		1,145	384	1,529	14 0	do	do	2	2 30
do	7 H. R. James	40,637		1,138	591	1,729	14 0	do	do	2	2 0
do	9 Jas. R. Langdon	11,372	1,029	319	329	1,677	13 7	do	do	2	2 0
do	11 Rhoda Emily	36,922		1,034		1,034	14 0	do	do	2	2 0
do	14 Escanaba		1,283			1,283	13 11	do	do	2	1 0
do	14 W. A. Haskill	24,821		695	822	1,517	13 9	do	do	2	1 15
do	18 Gov. Smith	24,145	755	677	293	1,725	13 11	do	do	2	3 0
do	20 Jno. Ruger	46,849		1,405		1,405	14 0	do	Kingston.	2	2 0
do	20 A. McVittie	25,074	594	703	373	1,670	13 11	do	Ogdensburg	2	2 30
do	25 W. J. Averill	39,697		1,112	419	1,531	14 0	do	do	2	2 30
do	27 H. R. James	11,644	1,380	327		1,707	14 0	do	do	2	6 30
do	27 Jas. R. Langdon	14,899	912	418	340	1,670	13 0	do	do	2	2 30
do	31 H. A. Prince	40,940	576	1,147		1,723	13 11	do	do	2	2 30
Aug.	1 W. A. Haskill	48,020		1,345	210	1,563	13 11	do	do	2	3 0
do	5 Gov. Smith	34,787	300	975	300	1,703	13 11	do	Kingston.	2	3 30
do	7 A. McVittie	37,538	15,529	1,052	435	1,703	13 11	do	Ogdensburg	2	2 40
do	13 H. R. James	36,520		1,023	680	1,703	13 11	do	do	2	3 0
do	16 W. J. Averill	42,787		1,199	355	1,554	14 0	do	do	2	3 0
do	17 F. H. Prince	36,205	315	1,014	417	1,746	13 11	do	do	2	3 0
do	19 Jas. R. Langdon	40,976	1,045		614	1,659	13 6	do	do	2	1 15
do	W. A. Haskill	27,663	617	1,148	386	1,534	13 10	do	do	2	1 30
do	23 Gov. Smith	50,889		775	258	1,730	14 0	do	do	2	4 15
do	28 A. McVittie	51,020		1,425	131	1,683	13 11	do	do	2	3 30
do	31 W. J. Averill	23,698	700	1,429		1,560	14 0	do	do	2	3 15
Sept.	1 H. R. James	47,985		647	363	1,710	14 0	do	do	2	3 0
do	5 J. R. Langdon		1,344		333	1,677	13 7	do	do	2	4 0
do	6 Escanaba	44,008	1,321			1,321	13 11	do	Kingston.	2	2 30
do	7 F. H. Prince	46,664		1,307	430	1,737	13 10	do	Ogdensburg	2	4 15
do	10 Gov. Smith	50,545		1,416	328	1,744	13 11	do	do	2	3 45
do	11 W. A. Haskill	50,745		1,421	145	1,566	13 11	do	do	2	3 0
do	15 Kate Butteroni	35,918	1,078			1,078	14 0	do	Kingston.	2	2 0
do	A. McVittie	25,047	647	702	336	1,685	13 11	do	Ogdensburg	2	4 15
do	16 Topeka	53,129		1,488		1,488	14 0	do	do	2	4 0
do	17 W. J. Averill	53,358		1,495	67	1,562	14 0	do	do	2	3 0
do	19 H. R. James	33,024	349	325	393	1,667	13 10	do	do	2	4 30
do	21 Jno. Ruger	50,478		1,421		1,421	14 0	do	do	2	2 0
do	25 Jas. R. Langdon	28,442	571	797	537	1,705	13 7	do	do	2	4 0
do	26 F. H. Prince	53,192		1,490	260	1,750	13 11	do	do	2	4 15
do	27 Omaha	48,932	1,468			1,468	13 10	do	Kingston.	2	4 0
do	28 W. A. Haskill	51,404		1,440	162	1,602	14 0	do	Ogdensburg	2	3 25
Oct.	2 Gov. Smith	24,857	1,023	697		1,720	13 11	do	do	2	3 0
do	4 A. McVittie	52,304		1,465	226	1,691	13 10	do	do	2	4 0
do	5 W. J. Averill	45,802		1,283	243	1,526	13 11	do	do	2	3 0
do	7 Dewar	49,925		1,398		1,398	13 11	do	do	2	4 0
do	8 H. R. James	51,748		1,449	279	1,728	13 11	do	do	2	4 20
do	12 J. R. Langdon	37,919	318	1,449	246	1,695	13 6	do	do	2	4 45
do	15 Jno. Ruger	51,247		1,435		1,435	14 0	do	do	2	2 0
do	Omaha	53,414		1,496		1,496	13 11	do	do	2	2 0

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1892.

UNITED STATES STEAM VESSELS.															
Date of Arrival.	Name of Vessel.	Grain Cargo and Rolling Freight through the Canal.							Total Cargo through the Canal.	Depth of Water through the Canal Midskip.	Destination.		Cost of freight per bushel.	Time occupied in lightering.	
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.			From.	To.			
1892.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.	Chicago	Ogdensburg.	cts.	H. M.
Oct. 17	W. A. Haskill		11,959		816		335		816	393	1,544	13 8	do	2	3 0
do 23	Gov. Smith		12,060		920		339		920	392	1,651	13 6	do	2	2 30
do 30	A. McVittie		52,012				1,457			284	1,741	13 11	do	2	4 0
Nov. 3	H. R. James		30,608		327		858		327	525	1,710	13 10	do	2	3 15
do 9	J. R. Langdon		42,665				1,195			498	1,693	13 5	do	2	2 0
do 17	Rhoda Emily	31,213				987				562	937	13 4	do	2	1 45
do 20	W. A. Haskill		32,786				919			503	1,481	13 9	do	2	3 0
do 23	F. H. Prince		42,060				1,178				1,681	14 0	do	2	3 0
do 25	Dewer		50,438				1,413				1,413	14 0	do	2	4 0
do 28	Topeka		52,744				1,477				1,477	14 0	do	2	2 30
do 29	Jno. Ruger		49,358				1,383				1,383	13 5	do	2	2 30
do 30	A. McVittie		34,812				975			621	1,596	13 4	do	2	3 15
do 30	H. R. James	15,416	16,683			463	468			679	1,610	13 9	do	2	6 15
do 30	Pueblo		51,794				1,451				1,451	13 10	do	2	3 30
do 30	Mount Eagle		48,815				1,367				1,367	13 10	do	2	3 30
Dec. 2	Omaha		52,386				1,467				1,467	13 10	do	2	3 30
UNITED STATES SAIL VESSELS.															
July 4	W. S. Coothwaite		45,184				1,266				1,266	Chicago	Ogdensburg.	2	1 30
Aug. 25	Baltic		61,264				1,716				1,716	do	Kingsston.	2	3 30

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Iron, pig.....	858	459	5		7	15		418			371	
do all other.....		9										
Stone for cutting.....	233	2										54
Apples.....		1			513	49	33					
Barley.....		259		38								
Corn.....	69,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689
Flour.....	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874
Meal, all kinds.....			1,188		16	125	87	100	222	222	67	16
Oats.....				872					320	479		
Pease.....				433	11	608	362				390	524
Rye.....		1,269	726	477					1,284	1,120	64,978	9,119
Seeds, all kinds.....		37	518		42	33		12	3	2	2	75
Tobacco, raw.....		1	2			20					1	
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515	156,785	194,281
All other agricultural products, vegetable.....		1			1		17		798	3	2	
Hides, skins, horns and hoofs.....			77									20
Horses.....		1			2	1	1	2	2	3	2	2
Lard and lard oil.....	361	206	6			22		54			100	
Pork.....	5,141	278	212	318	30	436	418	265	1,220	221	201	
All other agricultural products, animals.....					4	68	29	39	32	117		103
Total, Class 3.....	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,762	260,757
<i>Class 4.</i>												
Ashes.....	13	10	3	36	97	44	113	85	107	70	40	17
Furniture.....	4	12	6	10	5	6	9	2		1	2	1
Glass, all kinds.....	47	6	1					3		1	1	
Molasses.....		18	43			28						
Nails.....				1			1					
Oil.....		425		78	7	6	14		4	6		

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, &c.—Concluded.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>												
Paint.....		4				1						
Pitch and tar.....		1										
Sugar.....		484	269	317			15					
Stone, wrought.....	291						12					
Turpentine.....		2										
Whiskey, beer and other spirits.....		25	35	1		8		3	20	26	105	6
Merchandise not enumerated.....	60	105	53	37	29	100	72	105	133	142	278	36
Total, Class 4.....	415	1,092	412	480	138	193	236	198	324	246	425	60
<i>Class 5.</i>												
Barrels, empty.....	1	3		37	128	6	88	40				1
Sawed lumber.....	2,849	3,639	6,311	7,531	19,945	18,707	7,001	5,175	6,118	3,579	3,908	1,678
Staves, pipe and barrel.....	1,001	2,359	2,024	200	856	332	184	139				8
do West India and pipe.....	1,198	1,130	451	863		287	131	1,623	270			200
Timber, square, in vessels.....	3,227	1,574	290		639	1,330						
do do rafts.....	3,250	1,149	2,314	7,365	11,128	15,410	14,380	11,586	9,302		5,680	440
Woodenware.....	76	205	199	68	76	101	45	25		1		
Total, Class 5.....	11,602	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,690	3,580	9,588	2,327
<i>Special Class.</i>												
Coal.....		75										
Grand total.....	169,213	198,835	205,394	108,715	132,968	244,514	213,834	188,899	242,827	224,371	291,776	263,144

L.—STATEMENT showing the Quantity of Freight passed westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Bricks.....	81	96	78	200	44	66	3	187	84	252	469	.....
Cement and water lime.....	38	533	508	219	117	498	1,740	1,177	823	62	2,380	1,570
Clay, lime and sand.....	121	56	56	.....	.....	1	134	95	3	8	206	240
Fish.....	18	406	.....	.....	.....	1	95	1	80	26	7	426
Gypsum.....	.....	.....	.....	.....	13	.....	.....	.....	.....	.....	.....	.....
Iron, railway.....	16,476	11,246	8,725	2,031	12,356	6,629	153	9,148	15,513	20,003	2,855	1,171
do pig.....	8,131	3,575	2,480	43	23	10	10	368	250	20	112	74
do all other.....	900	686	528	366	290	76	1,997	297	290	584	595	387
Salt.....	5,175	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,031
Stone for cutting.....	5	.....	.....	.....	7	.....	.....	.....	.....	12	.....	145
Flour.....	.....	.....	21	.....	.....	.....	.....	.....	.....	48	.....	.....
Meals.....	.....	.....	5	.....	.....	.....	.....	31	.....	.....	.....	.....
Oats.....	.....	.....	264	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes.....	359	23	.....	.....	.....	.....	4	.....	215	100	.....	.....
Seeds, all kinds.....	65	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural products not enumerated, vegetable.....	2	.....	25	1	1	.....	.....	35	19	.....	52	.....
Horses.....	.....	2	.....	.....	.....	.....	3	.....	2	72	.....	16
Lard and lard oil.....	.....	.....	.....	45	3	.....	.....	.....	.....	33	.....	.....
Pork.....	.....	3	.....	.....	.....	.....	4	.....	.....	13	2	13
Wool.....	.....	.....	.....	.....	.....	6	4	77	.....	1	2	.....
All other articles not enumerated.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Class 3.....	31,371	18,460	17,904	3,707	14,428	12,886	8,702	15,244	21,495	28,674	11,071	6,076
<i>Class 4.</i>												
Ashes, pot and pearl.....	.....	.....	.....	.....	225	20	.....	.....	.....	10	31	88
Crockery and earthenware.....	24	116	137	47	10	40	164	336	112	11	251	8
Dye woods, &c.....	.....	.....	2	.....	.....	1	4	.....	.....	.....	.....	.....
Furniture.....	3	4	4	1	.....	9	1	1	.....	.....	1	3
Glass, all kinds.....	97	359	156	160	32	39	53	77	71	23	30	152
Manilla.....	.....	5	5	17	.....	7	5	1	.....	.....	.....	.....
Molasses.....	14	58	3	.....	.....	23	1	7	56	.....	.....	32

L.—STATEMENT showing the Quantity of Freight passed westward from Montreal, &c.—Continued.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>												
Nails.....	253	576	1,085	160	205	389	147	578	736	453	560	276
Oil in barrels.....	54	119	122	80	10	82	28	22	9	11	64	2
Paint.....	47	124	103	161	24	36	80	59	49	24	61	15
Pitch and tar.....	1		50	1		5	1			13	22	15
Rosin.....		11	21							1		
Soda ash.....	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377	352
Steel.....	29		3	142		1	423	3	3	1		269
Stone, wrought.....			2									
Sugar.....	5	465	375	290	64	316	207	98	7	551	412	1,320
Tin.....	959	641	1,659	1,852	10	549	2,225	198	480	40	23	27
Turpentine.....			1	1		1	1	1	1	2		
White lead.....		14		3		3	4	2	4	19	3	6
Whiting.....	10	5	19		9		7		33	34	50	71
Whiskey, beer, &c.....	91	564	791	364	269	174	287	228	124	360	294	220
Merchandise not enumerated.....	984	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180	810	538
Total Class 4.....	5,753	6,093	8,967	5,687	1,725	3,678	5,373	4,066	3,873	3,277	2,989	3,394
<i>Class 5.</i>												
Barrels, empty.....	40	130	179			227			2			
Lumber, sawn, in vessels.....		175	318									
Woodenware.....	26	23		3	2							
Total Class 5.....	66	328	497	3	2	227			2			
<i>Special Class.</i>												
Coal.....												
Grand Total.....	37,190	24,881	27,488	9,426	16,155	16,801	14,075	19,310	25,370	31,951	14,060	9,470

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Seasons of Navigation in 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks.....	22		3				41				4		
Cement and water lime.....			2				31						
Fish.....				1				2	4			1	
Iron, railway.....				142									
do all other.....		79	114	90	40		46			520	1	10	1
Salt.....				8			1					494	
Stone for cutting.....	258			38	15								
Apples.....		1	8										
Barley.....			537	735									
Corn.....	16,122	30,081	32,433	66,128	53,707	63,229	93,503	1,709	2		6,519	8,113	6,433
Flour.....			107	2,041	1,715	124	7,591	83,431	102,974	147,045	180,842	127,494	131,222
Hay, pressed.....					13			11,780	8,563	5,017	9,204	6,802	11,018
Meal, all kinds.....			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,096	31,724
Oil cake.....	296			1									
Oats.....				731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935
Potatoes.....			1							1			
Rye.....			684						179				
Seeds, all kinds.....		16		662	511		286	44	48	151	135	256	50
Wheat.....	30,611	34,320	30,227	54,282	40,956	53,235	53,268	37,678	39,959	39,229	31,527	32,097	26,950
Agricultural products, vegetable.....			5	3			2	2			14	42	
Hides and skins, &c.....				60	73		414	170	39				
Horses.....			1	6	6		1	2		1		3	
Lard and lard oil, &c.....				14	7		13	14	19	32	30	10	
Meats, other than pork.....			1	12	4		1	18	14	3	15	2	29
Pork.....			1	163			106	108	19	21	88	73	1
Sheep.....													
Wool.....				95	1		1,126	86	18	452		1,237	70
Total, Class 3.....	47,309	64,447	64,129	133,782	115,092	117,470	174,369	157,820	189,986	237,188	275,893	255,553	244,433
<i>Class 4.</i>													
Agricultural implements.....		3		1				9					
Crockery and earthenware.....		4	1	1					1	1			
Furniture.....			15	25	16		21	24	30	30	21	7	

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, &c.—Concluded.

Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>													
Glass, all kinds			66		1		2					1	
Nails		102	7	51	26		4						
Oil, in barrels			985	206	255		6	8				1	
Paint			3	6							3		44
Soda, ash			7										
Steel			1						3				1
Stone, wrought	192	29	33	87	7		38			2			
White lead		2	6	5							1		
Whiskey, beer and all other spirits	14		12	156	26		21	63	151	190		167	46
Merchandise, not enumerated	1	49	91	941	481	2	824	469	1,453	1,679	1,822	1,865	1,331
Total, Class 4	207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041	1,422
<i>Class 5.</i>													
Lumber, sawn, in vessels	33,555	30,462	34,182	34,189	43,713	44,068	43,776	29,845	28,333	55,074	38,030	45,504	54,173
Hoops				26									
Shingles	9		9	9	76	111	463		6	51			
Staves, barrel				25					82				
Woodenware, &c.	1	4	43	30	11		2	26	141	333	8	4	54
Total, Class 5	33,565	30,466	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,408	38,038	45,508	54,227
<i>Special Class.</i>													
Coal	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382	651
Stone not suitable for cutting										1,681	18		
Kryolite											1,620	1,773	
Total, Special Class	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155	651
Grand Total	81,952	96,296	110,286	174,912	163,997	167,225	224,916	180,427	221,064	267,353	318,289	396,257	390,733

N.—STATEMENT showing the Number of Vessels and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1892.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	629	167	462
do do	658	163	495
do "Alma Munro"	674	284	390
do "Cuba"	660	268	392
do "Lake Michigan"	510	216	294
do do	510	249	261
do "St. Magnus"	1,041	.....	420
do do	1,035	633	402
do do	1,023	635	388
Canadian sailing vessel "Kildonan"	1,140	288	852
Norwegian steamship "Wergeland"	294	245	49
Total	8,174	3,148	4,405

Number of cargoes of wheat..... 11
Quantity through Welland Canal to Kingston 8,174 Tons.
do transhipped at Kingston..... 3,148 "
do taken to Montreal in vessels in which it arrived at Kingston..... 4,405 "
do remaining at Kingston 621 "

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1892.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	476	.....	476
do "Cuba"	654	261	393
do do	448	.....	448
do do	644	239	405
do "Alma Munro"	625	54	571
do "Lake Michigan"	482	202	280
do do	490	181	309
Canadian sailing vessel "Jennie"	924	350	574
do do "Jno. Gaskin"	1,023	358	665
do do "Regina"	826	256	570
Total	6,592	1,901	4,691

Number of cargoes of corn..... 10
Quantity through the Welland Canal to Kingston..... 6,592 Tons.
do transhipped at Kingston..... 1,901 "
do taken to Montreal in vessels in which it arrived at Kingston 4,691 "

N.—STATEMENT showing the Number of Vessels and their Cargoes of Pease and Rye, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season in 1892.

PEASE.

Name of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Lake Michigan"	524	253	271

RYE.

Canadian steamer "Alma Munro"	507	112	395
do do	629	227	402
do do	627	247	380
do do	659	252	407
do "Cuba"	616	258	358
Totals	3,038	1,096	1,942

Number of cargoes of rye 5
Quantity through the Welland Canal to Kingston 3,038 Tons.
do transhipped at Kingston 1,096 "
do taken to Montreal in vessels in which it arrived at Kingston 1,942 "

RECAPITULATION of the Number of Vessels passed down the Welland Canal, with Cargoes of Grain to Kingston, the Quantity transhipped, and the Quantity taken to Montreal for the Season of 1892.

	Number of Cargoes.	Total.
Wheat.....	11	
Corn.....	10	
Pease.....	1	
Rye.....	5	
Total.....		27
Quantity of wheat through the Welland Canal bound for Montreal.....	Tons. 8,174	Tons.
do corn do do.....	6,592	
do pease do do.....	524	
do rye do do.....	3,038	
Total through Welland Canal.....		18,328
Quantity of the above transhipped at Kingston, viz. :—		
Wheat.....	3,148	
Corn.....	1,901	
Pease.....	253	
Rye.....	1,096	
Total transhipped.....		6,398
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat.....	4,405	
Corn.....	4,691	
Pease.....	271	
Rye.....	1,942	
Total quantity to Montreal.....		11,309
Quantity remaining at Kingston.....		621
Total.....		18,328

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne during the season of 1892.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.
	Steam.		Sail.		Steam.		Sail.		Steam and Sail
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	98	69,430	60	30,082	69	62,288	20	11,837	247 173,637
	Tons.		Tons.		Tons.		Tons.		Tons.
Corn.....	16,776		7,360		27,742		5,341		57,219
Pease.....	524								524
Rye.....	5,066				2,862		608		8,536
Wheat.....	74,528		54,764		56,520		16,739		202,551
Total.....	96,894		62,124		87,124		22,688		268,830

					Tons.
98	cargoes	in	Canadian	steam	vessels, total quantity.....
60	do	do	sailing	do	do
69	do	United	States	steam	vessels, total quantity.....
20	do	do	sailing	do	do
					22,688

P.—TOTAL Quantity of Grain arrived at Kingston in Vessels which passed down the Welland Canal during the Season of 1892.

Summary.	Tons.	Tons.
Canadian steam vessels, 98 cargoes of grain	96,894	
do sailing do 60 do	62,124	
Total in Canadian vessels		159,018
United States steam vessels, 69 cargoes of grain	87,124	
do sailing do 20 do	22,688	
Total in United States vessels		109,812
Total in Canadian and United States vessels		268,830
Distributed as follows :—		
2 cargoes taken to Montreal in vessels in which it arrived at Kingston		924
25 do arrived at Kingston in Canadian vessels with an aggregate quantity of	18,328	
Transhipped at Kingston	6,398	
Discharged	621	
	7,019	
Quantity taken to Montreal in vessels in which it arrived at Kingston		11,309
Vessels arrived at Kingston and discharged all their cargoes as follows :—		
131 cargoes in Canadian vessels	139,766	
89 do in United States vessels	109,812	
Aggregate quantity discharged	249,578	
Quantity transhipped to Montreal	238,361	
Total quantity transhipped to Montreal		244,759
Quantity taken to Ogdensburg and transhipped to Montreal		4,341
do transhipped to Cardinal	3,838	
do remaining at Kingston	3,659	
		7,497
Total		268,830

Q.—COMPARATIVE statement of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1891 and 1892.

	1891.		1892.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels.....	209	190,664	158	159,018
do do do in United States vessels.....	77	90,153	89	109,812
Total.....	286	280,817	247	268,830
Quantity transhipped at Kingston in Canadian vessels for Montreal.....		259,655		244,759
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		17,196		12,233
Quantity remaining at Kingston.....		1,241		3,659
Quantity transhipped to Cardinal.....		2,725		3,838
Quantity taken to elevators at Ogdensburg and transhipped to Montreal.....				4,341
Total.....		280,817		268,830

2 vessels took their cargoes through to Montreal intact in 1892 against 3 in 1891.

25 vessels lightered a portion of their cargoes at Kingston in 1892 against 44 in 1891.

220 vessels discharged the whole of their cargoes at Kingston in 1892 against 239 in 1891.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1892, inclusive, and the total shipments for the same period.

Years.	Receipts via Lachine Canal.	Receipts via C. P. R. and G. T. R. is reported as follows.	Total Receipts at Montreal.	Shipments via River St. Lawrence and G. T. R.
	Bushels.	Bushels.	Bushels.	Bushels.
1884.....	297,326	528,032	825,358	246,643
1885.....	678,866	550,425	1,229,291	1,463,952
1886.....	650,910	595,756	1,246,666	2,033,098
1887.....	341,568	452,748	794,316	509,010
1888.....	123,213	542,007	665,220	70,809
1889.....	119,958	812,750	932,708	88,914
1890.....	200,896	1,448,187	1,649,083	244,380
1891.....	102,162	1,616,004	1,718,166	791,691
1892.....	341,376	5,536,818	5,878,194	5,061,459

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1892, inclusive, and the Amount of Tolls collected thereon, is as follows:—

Years.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid. — Rate 20 cents a ton.
	Up.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.		\$ cts.
1885		193,442	4,974	10,321	31,350	240,087	48,017 40
1886		184,564	5,400	22,187	49,724	261,875	52,375 00
1887		81,617	1,163	26,775	25,968	135,523	27,104 60
1888		172,381	878	17,365	27,183	217,807	43,561 40
1889		226,352	1,124	12,036	25,931	266,443	53,188 60
*1890	80	116,616	615	17,280	22,781	202,372	38,222 30
1891		185,190	1,382	17,374	23,698	224,644	44,928 20
1892		183,244	651	12,391	15,330	211,616	42,284 13

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per U.C. 11th May, 1890, for the season of 1890 only, the rate for 1891 and 1892 being 20 cents a ton for passage either eastward or westward.

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1892, inclusive.

Year.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885	5,035	122,829	127,864	18,424 35
1886	3,301	118,802	122,103	17,820 70
1887	7,579	121,618	129,197	18,242 70
1888	8,341	123,050	131,391	18,423 90
1889	5,360	124,290	129,650	18,604 90
1890	6,538	135,168	141,706	20,275 20
1891	7,951	141,701	149,652	21,255 15
1892	7,543	157,134	164,677	23,570 10

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1892, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl	3	2	3
Agricultural products, not enumerated, vegetable		3	
do do animal		6	
Agricultural implements			1
Barley			735
Coal		89,344	5,372
Corn	109,191	6,815	66,128
Crockery and earthenware			1
Fish			1
Flour	5,089		2,041
Furniture	6	8	25
Glass	1	9	
Horses			6
Hides and skins	77	26	60
Iron, railway			142
do all other	5	39	90
Lard and lard oil	6	1	5
Meal, all kinds	1,188	138	8,579
Meats, other than pork		2	12
Manilla			4
Molasses	43	4	1
Nails			51
Oats			731
Oil, in barrels		300	206
Oil cake			1
Pease	726		
Pork	212	13	163
Paint			6
Rags			271
Rye	518		
Salt			8
Stone, intended for cutting		2,584	38
do wrought	269	353	87
Seeds, all kinds	2		662
Steel	1		
Sugar	2		
Spirits, beer, &c.	35	98	156
Tobacco, raw		5	
Tallow		2	
Wheat	76,379	3,835	54,282
White lead			5
Wool			95
All other merchandise, not enumerated	52	109	665
Barrels, empty		4	
Firewood, in vessels		930	
Hoops			26
Lumber, sawn, in vessels	6,311	792	34,732
Staves and headings, barrel		31	
do pipe	2,024	2,738	
do West India	451	1,946	
Staves, salt barrel			25
Shingles			9
Split posts and fence rails, in vessels		1	
Timber, square	2,604	74,329	
Woodenware and wood, partly manufactured	199	35	30
Total	205,394	184,502	175,455

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1884.	Tons.	Tons.	Tons.
Ashea, pot and pearl.....	36	10	.....
Agricultural products, not enumerated, vegetable.....	.....	7	.....
do do animal.....	.....	2	.....
Agricultural implements.....	.....	9	.....
Barley.....	38	52	.....
Coal.....	.....	32,598	4,293
Corn.....	55,562	9,562	53,707
Cattle.....	.....	1	.....
Fish.....	.....	13	.....
Flour.....	9,659	.....	1,715
Furniture.....	10	17	16
Glass, all kinds.....	.....	10	1
Hay, pressed.....	.....	.....	13
Horses.....	.....	2	6
Hides, horns and hoofs.....	.....	.....	73
Iron, all other.....	.....	8	40
Kryolite, and chemical ore, and other ore, except iron.....	.....	10	.....
Lard and lard oil.....	.....	2	7
Meal, all kinds.....	.....	5	8,170
Meats other than pork.....	.....	28	4
Marble.....	.....	.....	1
Nails.....	1	.....	26
Oats.....	872	.....	9,874
Oil, in barrels.....	78	354	255
Pease.....	433	.....	.....
Pork.....	318	.....	.....
Rye.....	477	.....	.....
Salt.....	.....	364	.....
Stone, intended for cutting.....	.....	2,059	15
do wrought.....	317	190	7
Seeds, all kinds.....	.....	111	511
Sheep.....	.....	.....	1
Spirits, beer, &c.....	.....	11	26
Turpentine.....	1	.....	.....
Wheat.....	84,822	2,549	40,975
All other goods and merchandise not enumerated.....	37	104	480
Barrels, empty.....	37	3	1
Firewood, in vessels.....	.....	930	.....
Lumber, sawn, in vessels.....	7,531	85	45,239
Staves and heading, barrel.....	.....	22	.....
do pipe.....	200	487	.....
do West India.....	863	406	.....
Shingles.....	.....	7	76
Timber, square.....	7,365	50,414	.....
Woodenware and wood, partly manufactured.....	68	3	11
Total.....	168,715	100,425	165,543

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C. 28th May, 1884.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1885.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	97		
Apples.....	513		
Agricultural products, not enumerated, vegetable.....	1		
do do animal.....	2		
Barley.....			228
Coal.....		31,350	4,974
Corn.....	44,401	9,906	63,229
Crockery and earthenware.....	1		
Flour.....	2,874		124
Furniture.....	5	11	
Horses.....	2	1	
Iron, pig.....		100	
do all other.....	7		
Iron ore.....			987
Lard and lard oil.....		2	
Meal, all kinds.....	16		
Oats.....			882
Oil, in barrels.....	7	568	
Pease.....	11		
Paint.....		68	
Pork.....	30		
Salt.....		407	
Stone, for cutting.....		3,749	
do wrought.....		8	
Seeds, all kinds.....	42	10	
Spirits, beer, &c.....		25	
Tallow.....	2	4	
Wheat.....	52,157	2,003	53,235
All other merchandise not enumerated.....	28	8	2
Barrels, empty.....	128	8	
Firewood, in vessels.....		540	
Lumber, sawn.....	19,945	6,774	49,561
Staves and headings.....	856	604	
Shingles.....			111
Timber, square.....	11,767	69,616	
Woodenware.....	76		
Total.....	132,968	125,762	173,333

A refund of 10 cents per ton was allowed on wheat, corn oats, pease, barley and rye passed down to Montreal, per O. C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O. C. 4th July, 1885.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Ontario Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	44	10	11
Apples.....	49		
Agricultural products, not enumerated, vegetable.....		1	1
Bricks.....			41
Cement and water lime.....			26
Coal.....		49,724	5,400
Corn.....	116,517	8,871	93,503
Flour.....	2,934		7,591
Furniture.....	6	15	21
Glass, all kinds.....			2
Horses.....	1		1
Hides and skins, &c.....			414
Iron, pig.....		617	43
do all other.....	15	12	1
Lard and lard oil.....	22	9	13
Meal, all kinds.....	125	14	13,201
Meats, other than pork.....	67.	64	1
Marble.....		2	
Molasses.....	28	7	
Nails.....			4
Oats.....		41	4,790
Oil.....	6	28	6
Pease.....	608		
Pork.....	936	407	106
Paint.....	1	1	
Rags.....			13
Salt.....		29	1
Stone for cutting.....		4,314	
do wrought.....		103	38
Seed, all kinds.....	33	3	236
Sugar.....			3
Spirits, beer, &c.....	8	12	21
Tobacco, raw.....	25		
Tallow.....	1	2	1
Wheat.....	86,815	969	53,258
Wool.....			1,125
Merchandise, not enumerated.....	100	46	793
Barrels, empty.....	6	2	
Floats.....		20	
Lumber, sawn, in vessels.....	18,707	7,546	53,124
Masts, spars, &c.....		22	
Staves and headings, barrel.....		57	
do do pipe.....	332	339	
do do West India.....	287	444	
Shingles.....		12	463
Timber, square.....	16,740	44,335	
Woodenware, &c.....	101	45	2
Total.....	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1887.	Tons.	Tons.	Tons.
Ashes, pot and peal.....	113		
Apples.....	33		
Agricultural products not enumerated, vegetable.....			2
Agricultural implements.....			9
Barley.....			1,709
Coal.....		25,968	1,163
Corn.....	24,609	6,898	83,431
Fish.....			2
Flour.....	6,140		11,780
Furniture.....	9	9	24
Horses.....	1	1	2
Hides, skins, &c.....			170
Iron, pig.....		1,137	
do all other.....		7	
Lard and lard oil.....		6	14
Meal, all kinds.....	87	42	10,726
Meats, other than pork.....	29	15	18
Nails.....	1		
Oats.....			12,050
Oil.....	14	190	8
Oil cake.....	17		
Pease.....	362		
Pork.....	418	86	108
Stone, for cutting.....		3,531	
do wrought.....	12	543	
Seeds.....		4	44
Sugar.....	15		1
Spirits.....		99	63
Wheat.....	160,063	4,940	37,678
Wool.....			86
All other merchandise, not enumerated.....	72	123	468
Barrels, empty.....	88		24
Lumber, sawn.....	7,001	1,816	44,733
Staves and headings, barrel.....		27	
do do pipe.....	184		
do do West India.....	131	838	
Timber, square.....	14,390	21,351	
Woodenware and wood partly manufactured.....	45	1	2
Total.....	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O.C. 21st March, 1887.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1888.	Tons.	Tons.	Tons.
Ashes, pot and and pearl.....	85		
Apples.....		45	
Barley.....			2
Cement and water lime.....			4
Coal.....		27,183	878
Corn.....	66,443	25,469	102,974
Crockery and earthenware.....		4	1
Flour.....	3,865		8,563
Furniture.....	2	1	30
Glass, all kinds.....	3	2	
Hay, pressed.....		20	
Horses.....	2		
Hides and skins.....			39
Iron, pig.....		549	
do all other.....	418	490	
Lard and lard oil.....	54	12	18
Meal, all kinds.....	100		11,598
Meats, other than pork.....	39	6	14
Oats.....			26,510
Oil.....		3	
Pease.....		54	
Pork.....	265	61	19
Rags.....			14
Rye.....		632	179
Stone, for cutting.....		6,535	
do wrought.....		126	
Seeds, all kinds.....	12	1	48
Steel.....			3
Sugar.....		2	4
Spirits.....	3	2	151
Tallow.....			1
Wheat.....	93,915	14,365	39,999
Wool.....			18
All other goods and merchandise not enumerated.....	105	34	1,435
Barrels, empty.....	40		133
Lumber, sawn.....	5,174	4,515	45,818
Staves and headings, barrel.....	15	7	
do pipe.....	124		
do West Indies.....	1,623	13	
do salt barrel.....	1	1	
Shingles.....			6
Timber, square, in vessels.....	11,586	33,669	
Woodenware.....	25		8
Total.....	183,899	113,801	238,467

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O. C. 20th April, 1888.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	107	5	.....
Coal.....	.....	25,981	1,124
Corn.....	195,350	11,200	147,045
Crockery and earthenware.....	.....	1	1
Fish.....	.....	5	.....
Flour.....	6,841	.....	5,017
Furniture.....	.....	4	30
Horses.....	2	.....	1
Iron, pig.....	.....	613	.....
do all other.....	.....	.....	520
Lard and lard oil.....	.....	5	19
Meal, all kinds.....	148	.....	17,224
Meats, other than pork.....	32	2	8
Molasses.....	.....	.....	88
Oats.....	320	.....	27,492
Oils, in barrels.....	4	2	.....
Oil cake.....	798	.....	.....
Potatoes.....	.....	.....	1
Pork.....	1,220	114	21
Rye.....	1,284	634	.....
Salt.....	.....	316	.....
Stone, for cutting.....	.....	6,784	.....
do wrought.....	.....	11	2
do not suitable for cutting.....	.....	375	1,681
Seeds, all kinds.....	3	.....	151
Spirits, beer, &c.....	20	8	190
Tallow.....	.....	.....	13
Wheat.....	70,815	7,241	39,229
Wool.....	.....	.....	452
Merchandise.....	193	129	1,591
Barrels, empty.....	.....	.....	173
Lumber, sawn.....	6,118	4,669	71,055
Masts, spars, &c.....	.....	220	.....
Railway ties.....	.....	852	.....
Saw-logs.....	.....	.....	158
Staves and headings, barrel.....	.....	4	.....
do pipe.....	202	304	.....
do West Indies.....	68	559	.....
Shingles.....	.....	.....	51
Split posts, &c.....	.....	17	.....
Timber, square.....	9,302	70,579	240
Woodenware, &c.....	.....	.....	2
Total.....	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes.	70		
All other products, animal.	14		
do vegetable	1		
Barley			6,519
Bricks			4
Coal		22,781	615
Corn	134,966	11,584	180,842
Fish	49		
Flour	3,065		9,204
Furniture	1	1	21
Glass, all kinds	1		
Horses	3		1
Iron, all other			1
Kyrolite		1,280	1,620
Lard and lard oil		5	30
Meal	222		20,482
Meats			15
Oats	479	73	27,030
Oil, in barrels	6		
Oil cake	2		
Paint			3
Pease			14
Pork	221	19	88
Potatoes			1
Rye	1,120	1	
Salt		701	
Stone, for cutting		5,761	
do wrought		639	18
Seeds, all kinds	2		135
Spirits, &c.	26		228
Tallow	54		
Wheat	75,515	5,241	31,527
White lead			1
Merchandise	142	32	1,822
Barrels, empty			7
Firewood, in vessels		1,398	
Lumber, sawn, in vessels	3,195	3,767	47,590
do rafts	384		
Staves and headings, pipe		187	
do West Indies		36	
Shingles			14
Square timber, in vessels		73,112	
do rafts		17,683	
Woodenware	1		1
Corn	16,033	219,539	327,833
Oats	400	144,301	
	16,433		*16,433
Total	235,972	144,301	311,400

* This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents Welland Canal tolls was allowed on wheat, Indian corn, pease, barley, rye (and oats for export), when shipped for Montreal or some port east of that point per Order in Council 26th February and 5th May, 1890.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes.....	40		
Agricultural products.....	2		42
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Coal.....		20,698	1,382
Flour.....	3,324		6,802
Fish.....			1
Furniture.....	2	2	7
Glass.....	1		1
Horses.....	2	2	3
Hay.....		21	
Iron, pig.....	371	128	
do all other.....		1,036	10
Lard and lard oil.....	100	16	10
Meal, all kinds.....	67		26,096
Meats, other than pork.....		1	2
Molasses.....		20	18
Oats.....			52,823
Oil.....			1
Pease.....	390		
Pork.....	201		73
Rags.....			60
Rye.....	64,978	969	
Seeds, all kinds.....	2		256
Salt.....		1,861	494
Stone for cutting.....		6,602	
do wrought.....		7	
Tobacco.....	1		
Tallow.....		9	8
Wheat.....	159,785	692	32,097
Staves, pipe.....		8	
Whisky and all other liquors.....	105	57	167
Wool.....			1,237
Merchandise.....	278	6	1,779
Kryolite.....		1,098	1,773
Lumber, in vessels.....	2,991	1,300	56,456
do in rafts.....	917		
Timber, square, in rafts.....	5,680	14,638	
Barrels.....			4
	291,776	54,315	317,209
Corn..... 12,169			
Wheat..... 5,648			
	17,817		*17,817
Total.....	309,593	54,315	299,392

* This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council 25th March, 1891.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	17	2	.....
Apples.....	54	.....	.....
Barley.....	.....	.....	6,433
Corn.....	53,689	7,637	131,222
Coal.....	.....	14,839	651
Flour.....	2,874	.....	11,018
Fish.....	9	.....	.....
Furniture.....	1	.....	7
Hides and skins.....	20	.....	.....
Horses.....	2	.....	.....
Iron, railway.....	.....	100	.....
do all other.....	.....	765	1
Meal, all kinds.....	16	.....	31,724
Meats, other than pork.....	94	.....	29
Oats.....	.....	.....	36,935
Oil.....	.....	7	.....
Pease.....	524	.....	.....
Potatoes.....	.....	.....	1
Pork.....	.....	.....	44
Rye.....	9,119	273	.....
Salt.....	.....	865	.....
Seeds, all kinds.....	75	.....	50
Steel.....	.....	.....	1
Stone for cutting.....	.....	1,264	.....
Sugar.....	.....	.....	20
Wheat.....	194,281	5,373	26,950
Whisky, beer, spirits, &c.....	6	15	46
Wool.....	.....	.....	70
Merchandise not enumerated.....	36	13	1,304
Barrels, empty.....	1	.....	29
Lumber sawn, in vessels.....	1,678	150	83,403
Square timber.....	440	42,768	440
Staves and headings, pipe.....	8	89	.....
do do West India.....	200	76	.....
Shingles.....	.....	.....	25
Total.....	263,144	74,227	330,403
*Wheat.....	+4,341	—4,341	.....
Total.....	267,485	69,886	330,403

*This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, which passed down the whole length of the Welland and St. Lawrence Canals, to Montreal, or any port east of Montreal, and such products exported out of the country, and in such cases, only.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1884.	Tons.	Tons.	Tons.
Barley.....	38	52	.....
Corn.....	55,552	9,552	53,707
Oats.....	872	.....	9,874
Rye.....	477	.....	.....
Wheat.....	84,822	2,549	40,975
Total Grain.....	141,761	12,153	104,556
Other Articles.....	26,954	83,272	60,987
Total.....	168,715	100,425	165,543
1885.			
Barley.....	.....	.....	228
Corn.....	44,401	9,906	63,229
Oats.....	.....	.....	882
Pease.....	11	.....	.....
Rye.....	.....	.....	.....
Wheat.....	52,157	2,003	53,235
Total Grain.....	96,569	11,909	117,574
Other Articles.....	36,399	113,853	55,759
Total.....	132,968	125,762	173,333
1886.			
Barley.....	.....	.....	.....
Corn.....	116,517	8,871	93,503
Oats.....	.....	41	4,790
Pease.....	608	.....	.....
Rye.....	.....	.....	.....
Wheat.....	86,815	969	53,258
Total Grain.....	203,940	9,881	151,551
Other Articles.....	40,574	108,246	82,703
Total.....	244,514	118,127	234,254
1887.			
Barley.....	.....	.....	1,709
Corn.....	24,609	6,898	83,431
*Oats.....	.....	.....	12,050
Pease.....	362	.....	.....
Rye.....	.....	.....	.....
Wheat.....	160,063	4,940	37,678
Total Grain.....	185,034	11,838	134,868
Other Articles.....	28,800	55,794	69,447
Total.....	213,834	67,632	204,315

*There was no refund on oats for 1887, 1888 and 1889.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

RECAPITULATION—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1888.	Tons.	Tons.	Tons.
Barley.....			2
Corn.....	66,443	25,469	102,974
Oats.....			26,510
Pease.....		54	
Rye.....		632	179
Wheat.....	93,915	14,365	39,999
Total Grain.....	160,368	40,520	169,664
Other Articles.....	23,541	73,281	68,803
Total.....	183,899	113,801	238,467
1889.			
Barley.....			
Corn.....	195,350	11,200	147,045
Oats.....	320		27,492
Pease.....			
Rye.....	1,284	634	
Wheat.....	70,815	7,241	39,229
Total Grain.....	267,769	19,075	213,766
Other Articles.....	25,158	111,509	99,808
Total.....	292,927	130,584	313,574
1890.			
Barley.....			6,519
Corn.....	150,999	11,584	180,842
Oats.....	879	73	27,030
Pease.....			14
Rye.....	1,120	1	
Wheat.....	75,515	5,241	31,527
Total Grain.....	228,513	16,899	245,932
Other Articles.....	7,459	127,402	81,901
Total.....	235,972	144,301	327,833
1891.			
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Oats.....			52,823
Pease.....	390		
Rye.....	64,978	969	
Wheat.....	159,785	692	32,097
Total Grain.....	277,692	6,805	220,527
Transhipped at Ogdensburg to Montreal.....	† 17,817		- 17,817
Total.....	295,509		202,710
Other Articles.....	14,084	47,510	96,682
Grand Total.....	309,593	54,315	299,392

† Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain were transhipped to Montreal via Canadian Pacific and Grand Trunk Railways, and the refund of 18 cents per ton allowed.

‡ Of this quantity of grain, 16,433 tons were transhipped at Ogdensburg to Montreal.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1892.	Tons.	Tons.	Tons.
Barley			6,433
Corn	53,689	7,637	131,232
Oats			36,935
Pease	524		
Rye	9,119	273	
Wheat	104,281	5,373	26,950
Total, grain	257,613	13,283	201,540
Quantity taken to Ogdensburg and transhipped to Montreal	* 4,341	4,341	
Total	261,954	8,942	201,540
Other articles	5,531	60,944	128,863
Grand total	267,485	69,886	330,403

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

	Quantity passed down to Canadian Ports: Toronto, Hamilton, King- ston, Cornwall, &c.	Quantity passed down to United States Ports: Oswego, Ogdens- burg, &c., on south side of Lake Ontario.
1883.	Tons.	Tons.
Grain	10,650	121,876
Other articles	173,852	53,579
Total	184,502	175,455
1884.		
Grain	12,153	104,556
Other articles	88,272	60,987
Total	100,425	165,543
1885.		
Grain	11,909	117,574
Other articles	113,853	55,759
Total	125,762	173,333
1886.		
Grain	9,881	151,551
Other articles	108,246	83,708
Total	118,127	234,254
1887.		
Grain	11,838	134,868
Other articles	55,794	69,447
Total	67,632	204,315
1888.		
Grain	25,599	169,664
Other articles	73,281	68,803
Total	98,880	238,467
1889.		
Grain	19,075	213,766
Other articles	111,509	99,808
Total	130,584	313,574
1890.		
Grain	16,899	* 245,932
Other articles	127,401	81,901
Total	144,300	327,833
1891.		
Grain	6,805	* 220,527
Other articles	47,510	96,682
Total	54,315	317,209
1892.		
Grain	8,942	201,540
Other articles	60,944	128,863
Total	69,886	330,403

* Of this quantity of grain 16,433 tons were transhipped to Montreal in 1890, and 17,817 tons in 1891.

CANAL

COMPARATIVE Statement for Years ended

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1891.....	205 00			6,519 99	28,972 97
do 1892.....		242 54		11,510 42	25,056 46
Increase.....		242 54		4,990 43	
Decrease.....	205 00				3,916 51
St. Lawrence Canals, 1891.....	15 52			201 50	8,151 22
do 1892.....				570 75	9,949 00
Increase.....				369 25	1,797 78
Decrease.....	15 52				
Chambly Canal, 1891.....					3,310 07
do 1892.....				19 45	3,463 15
Increase.....				19 45	153 08
Decrease.....					
Rideau Canal, 1891.....				41 14	609 33
do 1892.....			72 00	9 20	847 23
Increase.....			72 00		237 90
Decrease.....				31 94	
Ottawa Canals, 1891.....				541 88	8,064 90
do 1892.....				432 50	6,526 48
Increase.....					
Decrease.....				109 38	1,538 42
St. Peter's Canal, 1891.....				28 89	154 70
do 1892.....	31 10		1 06	180 14	254 58
Increase.....	31 10		1 06	151 25	99 88
Decrease.....					
Trent Valley Canal, 1891.....				2 70	71 53
do 1892.....				78 50	59 00
Increase.....				75 80	
Decrease.....					12 53
Murray Canal, 1891.....				13 52	54 85
do 1892.....				24 39	66 32
Increase.....				10 87	11 47
Decrease.....					
Total increase.....		242 54	73 06	5,475 73	
Total decrease.....	189 42				3,167 35

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1, \$49,834.98; actual revenue, \$300,516.99.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 2, \$40,030.83; actual revenue, \$318,680.21.

[illegible]

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	15	1,473	3	29,230		54,173	1,178	18	86,054	86,072	1 87	15,425 63	15,427 50	
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....	5													
Railway ties, in vessels.....		96		121				5	217	217	5	0 25	6 78	0 25
do rafts.....														
Saw-logs.....	185	1,315		1,055				185	2,370	2,555	9 72	94 33	104 05	
Staves and headings, barrel.....				95					95	95		7 60	7 60	
do pipe.....									88	88		16 10	16 10	
do W. India.....									276	276		51 68	51 68	
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....									25	25		18 10	18 10	
Split posts and fence rails, in rafts.....														
Split posts and fence rails, in vessels.....														
Timber, square, in vessels.....		8,090		440			35,118		43,648	43,648		6,541 16	6,541 16	
do rafts.....	100	70					100	70	170	170	2 82	1 98	4 80	
Traverses.....														
Woodenware and wood partly manufactured.....	2													
Total freight paying tolls.....	4,932	87,642	2,945	32,533	240,182	300,733	12,381	264,390	260,450	685,348	945,798	47,589 90	130,534 59	178,144 49
Articles having paid full Tolls on the St. Lawrence Canal, Free.														
Ashes, pot and pearl.....			88					88			88			

	701	1,970	1,570
Cement and water lime.....	869		1,570
Clay, lime and sand	240	240	240
Crockery and earthenware	6	8	8
Fish	426	426	426
Furniture.....	3	3	3
Glass, all kinds	152	152	152
Iron, railway	214	1,171	1,171
do pig	74	74	74
do all other	367	367	367
Lard and lard oil	16	16	16
Molasses.....	32	32	32
Nails	251	276	276
Oil, in barrels	2	2	2
Paint	15	15	15
Pitch and tar	15	15	15
Salt	1,984	2,034	2,034
Soda ash	352	352	352
Spirits, beer, &c	206	220	220
Steel	11	269	269
Stone intended for cutting	145	145	145
Sugar	857	1,320	1,320
Tin	27	27	27
White lead	6	6	6
Whiting	22	71	71
Wool.....	13	13	13
Merchandise	437	538	538
Kryolite, free, having paid full tolls on the Rideau Canal.	286	286	286
Grand total freight.....	87,642	270,206	955,554
Total tolls on vessels.....	32,583	300,733	685,348
do passengers	245,332	284,390	8,522 85
do free goods.....	9,733	12,391	240 40
Total tolls.....	87,642	685,348	8,522 85
Fines and damages.....			283 84
Other receipts.....			56,376 59
Total revenue, exclusive of hydraulic rents	7,750	139,426 66	17,154 52
			504 24
			195,803 25
			540 95
			133 72
			196,477 92

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 8.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls Collected thereon, during the Season of Navigation in 1892.

Articles.	From Canadian to Canadian Ports		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl												\$ cts.	\$ cts.	\$ cts.
Apples		54						19	267	54	19		3 80	3 80
Agricultural products, not enumerated, vegetable.													10 80	50 85
Agricultural products, not enumerated, animal.														
Agricultural implements	1								11		11	1 65		1 65
Barley						6 433			6 433		6 433	1 286 60		1 286 60
Bricks	200		40						240		240	36 00		36 00
Bones														
Brinstone									29		29	4 35		4 35
Cement and water lime														
Clay, lime and sand														
Coal					183,244	651	12,391	14,839	195,635	15,490	211,125	39,127 00	3,098 00	42,225 00
Corn					131,222			61,326		192,548	192,548		38,509 60	38,509 60
Cattle														
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs.														
Fish		9							15	9	24	2 25	1 80	4 05
Flax and hemp														
Flour						11,018		1,410	2	12,428	12,430	0 30	2,485 60	2,485 90
Furniture								1	16	8	24	2 40	1 60	4 00
Gypsum														
Glass, all kinds	18		20		51				89		89	13 35		13 35
Hay, pressed														
Hogs														
Horses								2	6	2	8	0 90	0 40	1 30
Hides and skins, horns and hoofs														
Ice								20	93	20	113	13 95	4 00	17 95

No. (A) 8.—STATEMENT showing the Quantity of each Article of Through Freight, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.												\$ cts.	\$ cts.	\$ cts.
Hoops														
Hop poles														
Lumber, sawn, in vessels.		650				54,173					85,231	0 52	15,332 92	15,333 44
do rafts.								1,178						
Masts, spars and telegraph poles, in vessels.														
Masts, spars and telegraph poles, in rafts.														
Railway ties, in vessels.														
do rafts.														
Saw-logs														
Staves and headings, barrel.														
do pipe.														
do W. India.														
Staves, salt barrel.														
Shingles														
Split posts and fence rails, in vessels.						25					25		18 10	18 10
Split posts and fence rails, in rafts.														
Timber, square, in vessels.		8,050											6,541 16	6,541 16
do rafts.														
Traverses														
Woodenware and wood partly manufactured.	2				5							2 80		2 80
Total freight paying tolls.	484	72,590	867	29,670	240,182	300,733	12,391	263,273	253,924	666,266	920,190	47,363 67	129,359 28	176,722 95
Articles having paid full tolls on the St. Lawrence Canal, free.														
Ashes, rot and pearl.			88						88		88			
Cement and water lime.	869		701						1,570		1,570			

[illegible]

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

[illegible]

No. (A) 9—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.														
Hoops.														
Hop poles.														
Lumber, sawn, in vessels.	15	823							15	823	838	1 35	92 71	94 06
do rafts.														
Masts, spars and telegraph poles, in vessels.														
Masts, spars and telegraph poles, in rafts.														
Railway ties, in vessels.														
do rafts.	5	96							5	217	217	0 25	6 78	0 25
Saw-logs.	185	1,315							185	2,370	2,555	9 72	94 83	104 05
Staves and headings, barrel.										96	96		7 60	7 60
do pipe.														
do W. India.														
Staves, salt barrel.														
Shingles.														
Split posts and fence rails, in vessels.														
Split posts and fence rails, in rafts.														
Timber, square, in vessels.														
do rafts.	100	70							100	70	170	2 82	1 98	4 80
Traverses.														
Woodenware and wood partly manufactured.														
Total freight paying tolls.	4,448	15,052	2,078	2,913			1,117		6,526	19,082	25,608	226 23	1,195 31	1,421 54

Total way tolls on vessels.....	428 41	394 05	822 46
do passengers.....	210 59	183 00	393 59
Total way tolls..... \$	865 23	1,772 36	2,637 59

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals and the Amount of Revenue collected during the Season of Navigation in 1892.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Ashes, pot and pearl.											124	17 60		7 20	24 80
Apples.	20	5,189							88	36	5,221	2 32		751 78	754 10
Agricultural produce not enumerated.	265	3,820					1		266	3,820	4,086	32 73		209 89	242 62
Agricultural produce not enumerated, animal.	125	2,490							125	2,490	2,615	8 92		367 08	376 00
Agricultural implements.	96	1							96	1	97	12 01		0 10	12 11
Barley.	741	8,599							741	8,599	9,340	27 81		451 93	479 74
Bricks.	10,318	362					183		10,511	362	10,873	420 27		23 03	443 30
Bones.		75								75	75			10 02	10 02
Brimstone.	557								557		557	54 58			54 58
Cement and water lime.	2,922	242							3,558	242	3,800	481 00		9 09	490 09
Clay, lime and sand.	18,531	5,561			40		3,104	1,132	21,675	6,933	28,368	875 33		455 14	1,330 47
Coal.		66,926				8	1,527	109,612		178,073	178,073			25,073 16	25,073 16
Corn.	8	4,318			15				8	4,333	4,341	0 72		284 86	285 58
Cattle.	51	241							51	241	292	2 93		17 54	20 47
Cotton, raw.															
Crockery and earthenware.	151	19							161	19	180	29 63		2 90	32 53
Dye wood and dye stuffs.	45						108		153		153	8 29			8 29
Fish.	834	42							884	42	926	94 61		2 91	97 52
Flax and hemp.															
Flour.	844	4,914							844	4,918	5,762	57 50		600 57	658 07
Furniture.	346	864			4				349	864	1,213	37 87		138 00	175 87
Gypsum.	2,473	37							2,473	37	2,510	33 55		1 42	34 97
Glass, all kinds.	326	71					2		480	71	551	93 11		6 65	99 76
Hay, pressed.	408	655							458	655	1,113	17 71		40 12	57 83
Hogs.		5								5	5			0 75	0 75
Horses.															
Hides and skins, horns and hoofs.	183	318							183	318	501	11 19		20 61	31 80
Ice.		47								47	47			6 44	6 44

Iron, railway.....	983	4	1,203	4	1,207	177 69	0 15	177 64
do pig.....	1,184	10	1,248	10	1,248	157 10	0 38	157 48
do all other.....	11,754	1,817	12,135	1,817	13,952	658 89	72 52	731 41
do ore.....								
Kyrolite chemical ore and other ore, except iron.....								
Lard and lard oil.....	130	72	146	72	218	17 74	2 78	20 52
Meal, all kinds.....	613	611	613	611	1,224	25 27	31 18	56 45
Meats, other than pork.....	15	5	15	5	20	1 82	0 53	2 35
Marble.....	5		17		17	1 55		1 55
Manilla.....	9		9		9	1 80		1 80
Molasses.....	700	22	732	22	754	72 39	1 10	73 49
Nails.....	1,186	684	1,449	684	2,133	275 35	35 40	310 75
Oats.....	872	43,422	872	43,422	44,294	29 92	2,050 16	2,080 08
Oil, in barrels.....	808	157	980	157	1,067	117 71	22 70	140 41
Oil cake.....	3		3		3	0 16		0 16
Pease.....	549	46,870	549	46,870	47,419	15 56	2,854 28	2,869 84
Potatoes.....	52	87	52	87	139	2 00	7 41	9 41
Pork.....	376	192	375	192	568	39 17	9 82	48 40
Paint.....	212	187	255	187	442	43 78	12 65	56 43
Pitch and tar.....	71	48	287	48	335	24 47	2 75	27 22
Rags.....	57	66	57	66	123	6 00	12 90	18 90
Rye.....	17	983	17	983	1,000	1 66	69 16	70 82
Rosin.....	315	47	2,117	47	2,164	108 90	2 35	111 25
Salt.....	3,647	31	5,588	31	5,619	713 37	1 82	714 89
Stone intended for cutting do wrought.....	191	160	1,809	220	2,029	84 62	26 25	110 87
do not suitable for cutting, unwrought.....	326		326		326	17 65		17 65
Seeds, all kinds.....	83	4,268	83	4,268	4,351	1 65	85 35	87 00
Sheep.....	6,076	379	6,076	379	6,455	229 84	16 55	246 39
Soda ash.....	3	110	3	110	113	0 24	8 34	8 58
Steel.....	630	35	1,006	35	1,043	198 98	5 35	204 33
Sugar.....	1,015	13	1,025	13	1,039	132 99	0 51	133 50
Spirits, beer, &c.....	4,783	34	5,679	34	5,713	1,126 81	3 20	1,130 01
Tobacco, raw.....	373	473	504	483	1,077	106 00	91 05	197 05
Tallow.....	1		1		1	0 10		0 10
Tin.....	36	1	36	1	37	4 50	0 08	4 58
Turpentine.....	364	17	381	17	408	78 08	1 30	74 38
Wheat.....	23	26	164	26	190	11 45	1 30	12 75
White lead.....	14,455	49,067	14,455	54,154	68,609	542 22	3,860 20	4,402 42
Whiting.....	150		158		158	30 82		30 82
Wool.....	192		273		275	56 96		56 96
All other goods and merchan- dise not enumerated.....		10	13	10	23	1 95	1 50	3 45
Bark.....	6,505	2,840	8,632	3,361	11,993	1,192 31	492 10	1,684 41
Barrels, empty.....						0 19		0 19
Birds, empty.....	415	7	484	7	441	46 82	0 50	47 41
Boat knives.....								
Floats.....	3,100	4,364	3,100	4,364	7,464	57 75	70 77	128 52
Firewood, in vessels.....	6,202	7,345	6,382	8,515	14,897	106 70	227 19	333 89

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.
Firewood, in rafts														
Hop poles														
Lumber, sawn, in vessels	20,097	14,692	33	197		5		527	20,130	15,421	35,551	495 29	605 22	1,100 51
do rafts		125								125	125		5 64	5 64
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels	148	13,540							148	13,540	13,540	2 95	338 50	338 50
do rafts														2 95
Saw logs	88	18,271							88	18,271	18,359	2 00	418 24	420 24
Staves and headings, barrel														
do pipe		80								80	80		2 50	2 50
do W. India		104								104	104		3 90	3 90
Staves, salt barrel														
Shingles	25	3							25	3	28	3 87	0 45	4 32
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts	628	2,057							628	2,057	2,685	22 88	26 14	49 02
Timber, square, in vessels	1,630	7,237							1,630	7,237	8,867	48 90	186 85	235 75
do rafts		8,222								8,222	8,222		21 40	21 40
Traverses														
Woodenware and wood partly manufactured	26	18							26	18	44	8 60	3 50	12 10
Total freight paying tolls.	130,423	333,645	6,190	1,424	702	2,046	8,367	116,411	145,682	453,526	599,206	9,419 10	40,154 90	49,574 00
Free articles, having paid full tolls on the Welland Canal:														
Apples		54								54	54			
Ashe		17								17	17			

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DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

B. H. TEAKLES,
Compiler of Canal Statistics.

Iron, railway.....	967	214	1,171	1,171	175 65	175
do pig.....	766	64	830	830	124 50	124 50
do all other.....	1,077	13	1,458	1,471	218 70	220 65
Iron ore.....						
Kryolite, chemical ore and other ore, except iron.....	66	16	82	82	12 30	12 30
Lard and lard oil.....	5	41	5	41	6 15	6 15
Meal, all kinds.....		3		8	0 75	1 20
Meats, other than pork.....						
Marble.....	9		9	9	1 80	1 80
Manilla.....	21	32	53	53	10 60	10 60
Molasses.....	700	263	963	971	192 60	194 20
Nails.....		8		8		710 66
Oats.....	296	5,802	296	5,802	710 61	710 66
Oil, in barrels.....		1		395	59 20	79 00
Oil cake.....						
Pease.....	13,750		13,750	13,750	1,711 11	1,711 11
Potatoes.....	17		17	17	2 55	2 55
Pork.....	6		6	28	0 90	3 30
Paint.....	132	17	149	171	29 80	4 40
Pitch and tar.....	26	15	41	43	8 20	8 60
Rags.....	3	63	3	66	0 60	12 60
Rye.....	377		377	377	47 58	47 58
Rosin.....	8		8	8	1 60	1 60
Salt.....	1,584	1,941	3,525	3,525	528 75	528 75
Stone intended for cutting do wrought.....	9	145	145	345	21 75	46 75
do not suitable for cutting, unwrought.....			9	9	1 80	1 80
Seeds, all kinds.....						
Sheep.....	26		26	26	3 90	3 90
Soda ash.....	2		2	2	0 30	0 30
Steel.....	554	378	932	956	186 40	191 20
Sugar.....	820	11	831	831	124 65	124 65
Spirits, beer, &c.....	3,539	10	4,435	4,445	887 00	889 00
Tobacco, raw.....	94	221	315	761	63 00	152 20
Tallow.....						
Tin.....	28		28	28	4 20	4 20
Turpentine.....	268	3	268	298	59 00	59 60
Wheat.....	10		10	10	2 00	2 00
White lead.....	14,404		19,491	19,491	2,642 98	2,642 98
Whiting.....	136	8	148	143	28 60	28 60
Wool.....	148	83	231	231	46 20	46 20
All other goods and mer- chandise not enumerated.....	10	13	13	23	1 95	3 45
Bark.....	2,761	472	3,233	5,169	646 60	1,033 80
Barrels, empty.....	131		131	133	24 38	24 52
Boat knees.....	2		2		0 14	
Floats.....	400		400	400	2 80	2 80
Firewood, in vessels.....						

No. (A) 11.—STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....												\$ cts.	\$ cts.	\$ cts.
Hoop.....														
Hop poles.....														
Lumber, sawn, in vessels.....	268	567									1,362	23 85	98 55	122 40
do rafts.....									1,094	268				
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
do rafts.....														
Saw-logs.....														
Staves and headings, barrel.....														
do pipe.....														
do W. India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....	300	200							300		300	15 00	2 00	15 00
Timber, square, in vessels.....											200			2 00
do rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	20								20		20	8 00		8 00
Total freight paying tolls.....	18,279	121,132					101,424		24,416	222,556	246,972	4,215 78	32,017 00	36,232 78
<i>Free Articles having paid full tolls on the Welland Canal.</i>														
Apples.....											54			54
Anties.....											17			17

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B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

Iron, railway.....	32	4	32	4	36	2 04	0 15	2 19
do pig.....	418	10	418	10	428	32 60	0 38	32 98
do all other.....	10,677	1,804	10,677	1,804	12,481	440 19	70 57	510 76
Iron ore.....								
Kryolite chemical ore and other ore, except iron.....	64	72	64	72	136	5 44	2 78	8 22
Lard and lard oil.....	613	570	613	570	1,183	25 27	25 03	50 30
Meal, all kinds.....	10	2	10	2	12	1 07	0 08	1 15
Meats, other than pork.....	5		17		17	1 56		1 56
Marble.....								
Manilla.....	679	22	679	22	701	61 79	1 10	62 89
Molasses.....	486	676	486	676	1,162	82 75	33 80	116 55
Nails.....	872	37,620	872	37,620	38,492	29 92	1,339 50	1,369 42
Oats.....	513	58	513	58	612	58 51	2 90	61 41
Oil in barrels.....	3		3		3	16		16
Oil cake.....	549	33,120	549	33,120	33,669	15 56	1,143 17	1,158 73
Pease.....	52	70	52	70	122	2 00	4 86	6 86
Potatoes.....	370	170	370	170	540	38 27	6 52	44 79
Pork.....	80	165	80	165	271	13 98	8 25	22 23
Paint.....	45	46	45	46	282	16 27	2 35	18 62
Pitch and tar.....	54	3	54	3	57	5 40	30	5 70
Rags.....	17	606	17	606	623	1 66	21 58	23 24
Rye.....	307	47	307	47	2,156	107 30	2 35	109 65
Rosin.....	2,063	31	2,063	31	2,084	184 62	1 52	186 14
Salt.....	191		1,664	60	1,794	62 87	2 25	65 12
Stone intended for cutting, do wrought.....	317		317		317	15 85		15 85
do not suitable for cutting, unwrought.....	83	4,268	83	4,268	4,351	1 65	85 35	87 00
Seeds, all kinds.....	6,076	353	6,076	353	6,429	229 84	12 65	242 49
Sheep.....	3	108	3	108	111	24	8 04	8 28
Soda ash.....	76	11	76	11	87	12 58	55	13 13
Steel.....	195	13	195	13	208	8 34	51	8 85
Sugar.....	1,244	24	1,244	24	1,268	239 81	1 20	241 01
Spirits, beer, &c.....	279	37	279	37	316	43 00	1 85	44 85
Tobacco, raw.....	1		1		1	10		10
Tallow.....	8	1	8	1	9	30	08	38
Tin.....	96	14	96	14	110	14 08	70	14 78
Turpentine.....	13	26	154	26	180	9 45	1 30	10 75
Wheat.....	14,455	34,663	14,455	34,663	49,118	542 22	1,217 22	1,759 44
White lead.....	15		15		15	2 22		2 22
Whiting.....	44		44		44	9 76		9 76
Wool.....								
All other goods and merchan- dise not enumerated.....	3,744	941	5,399	1,425	6,824	545 71	104 90	659 61
Bark.....			5		5	19		19
Barrels, empty.....	284	5	303	5	308	22 44	45	22 89
Boat knees.....								
Floats.....	3,100	3,964	3,100	3,964	7,064	73 29	52 43	125 72
Firewood, in vessels.....	6,202	7,345	6,382	8,515	14,897	106 70	227 19	333 89

No. (A) 12.—STATEMENT showing the Quantity of each Article of Way Freight, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....												\$ cts.	\$ cts.	\$ cts.
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	19,829	14,125	33	197		5			19,862	14,327	34,189	471 44	506 67	978 11
do rafts.....		125								125	125		5 64	5 64
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....		13,540								13,540	13,540		338 50	338 50
Railway ties, in vessels.....	148								148		148	2 95		2 95
do rafts.....														
Saw-logs.....	88	18,271							88	18,271	18,359	2 00	418 24	420 24
Staves and headings, barrel pipe.....		80								80	80		2 50	2 50
do do W. India.....		104								104	104		3 90	3 90
Staves, salt barrel.....	25								25		25	3 87	0 45	4 32
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....	328	2,057							328	2,057	2,385	7 88	26 14	34 02
Timber, square, in vessels.....	1,630	7,037							1,630	7,037	8,667	48 90	184 85	233 75
do rafts.....		8,222								8,222	8,222		21 40	21 40
Traverses.....														
Woodenware and wood partly manufactured.....	6	18							6	18	24	0 60	3 50	4 10
Total freight paying tolls.....	112,144	212,513	53	1,424	702	2,046	8,367	14,987	121,266	230,970	352,236	5,218 86	8,122 36	13,341 22
Free articles having paid full toll on the Welland Canal:—														
Coal.....		1,310								1,310	1,310			1,310
Coal, free per Order in Council.....	65,688						26,638		92,326		92,326			92,326

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and Amount of Revenue collected during the Season of Navigation in 1892.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.		5									5	0 95
Apples.	14	93							14	93	107	5 50
Agricultural products not enumerated, vegetable.	13	227							13	227	240	21 55
do do animal.	12	1,417							12	1,417	1,429	118 31
Agricultural implements.	9	13							9	13	22	2 65
Barley.		76								76	76	5 03
Bricks.												
Bones.		1								1	1	0 10
Brimstone.												
Cement and water lime.		4								4	4	0 34
Clay, lime and sand.												
Coal.		7,002								7,002	7,002	218 74
Corn.		4								4	4	0 39
Cattle.	1	527							1	527	528	35 74
Cotton, raw.												
Crockery and earthenware.	5	1							5	1	6	0 49
Dye wood and dye stuffs.												
Fish.	2	6							2	6	8	0 64
Flax and hemp.												
Flour.	4	22							4	22	26	1 97
Furniture.	8	28							8	28	36	4 28
Gypsum.		1								1	1	0 10
Glass, all kinds.	7	1							7	1	8	0 54
Hay, pressed.		860								860	860	81 32
Hops.		21								21	21	1 36
Horses.		149								149	176	8 36
Hides and skins, horns and hoofs.		5								5	5	0 50
Ice.												
Iron, railway.												
do pig.												
do all other.												
Iron ore.	17	54							17	54	71	4 70

Kyanite chemical ore and other ore, except iron.	581	581	581	581	29 06
Lard and lard oil.	5	5	5	5	18
Meal, all kinds	73	73	73	73	5 57
Meats, other than pork	1	1	1	1	10
Marble.	1	1	1	2	24
Manilla					
Molasses	12	12	12	12	70
Nails.	13	13	13	13	75
Oats.	4,579	4,579	4,579	4,579	356 12
Oil, in barrels	12	12	12	17	1 13
Oil cake	5	5	5	5	
Pease.	989	989	989	989	71 29
Potatoes.	580	580	580	580	46 49
Pork	20	20	20	37	2 26
Paint.	1	1	1	3	43
Pitch and tar	1	1	1	1	06
Rags	22	22	22	22	4 00
Rye.	57	57	57	57	5 52
Rosin.	2	2	2	2	15
Salt	24	24	24	24	1 65
Stone intended for cutting	1	1	1	1	10
do wrought					
do not suitable for cutting, unwrought.					
Seed, all kinds	38	38	38	38	2 70
Sheep	345	345	345	345	24 42
Soda ash	3	3	3	3	57
Steel					
Sugar.	54	54	54	56	10 89
Spirits, beer, &c	10	10	10	11	79
Tobacco, raw	1	1	1	1	
Tallow.	18	18	18	18	1 15
Tin.	14	14	14	14	75
Turpentine.					
Wheat.	28	28	28	28	2 11
White lead	1	1	1	1	19
Whiting.					
Wool.	9	9	9	9	89
All other goods and merchandise not enumerated.	88	88	88	360	47 81
Bark	281	281	281	281	
Barrels empty	35	35	35	35	4 15
Boat knees.	1	1	1	1	03
Floats.	41,060	41,060	41,060	41,060	451 33
Firewood, in vessels	31,854	32,931	33,165	33,165	1,321 53
do rafts	420	420	420	420	4 20
Hoops.	28	28	28	28	2 00
Hop poles.					
Lumber, sawn, in vessels	9	9	9	468,924	34,940 41
do rafts.	368,927	368,927	368,927	368,927	13 11
Lumber, do	99	99	99	99	13 11
Masts, spars and telegraph poles, in vessels	36	36	36	36	2 79
do do					
do rafts.					

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Amount of Tons.	\$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.....		125		200						325	325	53 50
do rafts.....		1,563								1,563	1,563	83 34
Saw-logs.....		21,085								21,085	21,085	481 88
Staves and headings, barrel, do pipe.....												
do West India.....												
Staves, salt barrel.....												
Shingles.....		71		455						526	526	457 68
Split posts and fence rails, in vessels, do do rafts.....		1								1	1	0 88
Timber, square, in vessels, do rafts.....		2,560								2,560	2,560	62 91
Traverses.....		12,480								12,480	12,480	145 28
Woodenware and wood partly manufactured.....		1,060								1,060	1,060	2 65
Total freight paying tolls.....	551	499,563	1	101,780					552	601,343	601,895	39,159 27
<i>Free per Order in Council, 27th June, 1891.</i>												
Floats.....		23,460								23,460	23,460	
Firewood, in rafts.....		4,290								4,290	4,290	
Lumber, sawn, in rafts.....		704								704	704	
Square timber do.....		2,940								2,940	2,940	
Saw-logs.....		13,662								13,662	13,662	
Traverses.....		60								60	60	
Grand total freight.....	551	544,679	1	101,780					552	646,459	647,011	

Total tolls on vessels.....	3,766 78
do passengers.....	140 63
do free goods.....	\$600.49
Fines.....	10 00
Other receipts.....	8 00
Total revenue, exclusive of hydraulic rents....	43,084 68

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

[illegible]

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.....	4,636								6,124		6,124	\$ cts.
do rafts.....												488 80
Saw-logs.....												
Staves and headings, barrel.....												
do pipe.....												
do West India.....												
Staves, salt barrel.....												
Shingles.....												
Split posts and fence rails, in vessels.....	23								23		23	3 20
do rafts.....												
Timber, square, in vessels.....												
do rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	9,714	8,828	154,170			204			97,850	163,884	270,766	18,170 23
Total tolls on vessels.....												2,701 13
do passengers.....												88 49
Fines and damages.....												20 00
Other receipts.....												1 00
Total revenue exclusive of hydraulic rents.....												20,980 85

B. H. TEAKLES,
Compiler of Canal Statistics.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1892.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.	1	14					1	14	15	2 03
Apples	3	140					3	140	143	4 72
Agricultural products not enumerated, vegetable.	52	63					52	63	115	3 39
do do animal.	70	485					70	485	555	17 56
Agricultural implements	28	111					28	111	139	13 82
Barley.	82						82		82	1 92
Bricks	51	43					51	43	94	2 88
Bones.	10	6					10	6	16	0 55
Brimstone.										
Cement and water lime.	182	20					182	20	202	5 59
Clay, lime and sand.	787	4					787	4	791	24 06
Coal.		3,625						3,625	3,625	142 68
Corn.	4	16					4	16	20	0 53
Cattle.	2	6					2	6	8	0 24
Cotton, raw.										
Crockery and earthenware.	40	56					40	56	96	9 43
Dye, wood and dye stuffs.										
Fish.	32	6					32	6	38	1 08
Flax and hemp.										
Flour.	59	310					59	310	369	9 59
Furniture.	14	27					14	27	41	3 86
Gypsum.										
Glass, all kinds.	27	5					27	5	32	3 06
Hay, pressed.	161	4					161	4	165	3 95
Hogs.		1						1	1	0 03
Horses.	5	17					5	17	22	0 70
Hides and skins, horns and hoofs.	1	5					1	5	6	0 19
Ice.										
Iron, railway.	10						10		10	0 24
do pig.	243						243		243	8 19
do all other.	389	101					389	101	500	13 81
Iron ore.										
Kryolite chemical ore and other ore, except iron.	714	752					714	752	1,466	72 84

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Lard and lard oil.	38	40							38	40	78	2 13
Meal, all kinds.		60								60	60	1 45
Meats, other than pork.	6	7							6	7	12	0 30
Marble.	3	2							3	2	5	0 45
Manilla.												
Molasses.	56	1							56	1	57	5 21
Nails	241	3							241	3	244	23 50
Oats	129	1,422							129	1,422	1,551	49 49
Oil, in barrels.	182	157							182	157	339	32 11
Oil cake.		3								3	3	0 11
Pease	13	41							13	41	54	1 57
Potatoes.	5	201							5	201	206	5 72
Pork.	185	36							185	36	221	6 23
Paint.	11	1							11	1	12	1 17
Pitch and tar	2								2		2	0 18
Rags.	12	37							12	37	49	5 77
Rye.	65	16							65	16	81	2 00
Rosin.	2								2		2	0 18
Salt.	1,737	315							1,737	315	2,052	56 53
Stone intended for cutting	5	33							5	33	38	1 68
do wrought.	3								3		3	0 27
do not suitable for cutting, unwrought.		788								788	788	17 51
Seeds, all kinds		6								6	6	0 15
Sheep.	2								2		2	0 06
Soda ash.	2								2		2	0 18
Steel	4	6							4	6	10	0 29
Sugar.	592	53							592	53	645	61 41
Spirits, beer, &c.	55	22							55	22	77	7 08
Tobacco, raw	1								1		1	0 03
Tallow.												
Tin	14								14		14	1 34
Turpentine.												
Whale.	1	64							1	64	65	1 86
White lead.	6								6		6	0 54
Whiting.	22								22		22	1 94

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Wool.....	11	3	14	11	14	0 51
All other goods and merchandise not enumerated.....	498	721	1,219	498	1,219	122 98
Bark.....	53	54	53	53	53	2 48
Barrels, empty.....	48	54	48	48	102	7 91
Boat knees.....	200	440	200	200	640	10 15
Flotsa.....	3,039	32,961	3,039	3,039	36,000	633 99
Firewood, in vessels.....	291					
do rafts.....						
Hop poles.....						
Hop poles.....						
Lumber, sawn, in vessels.....	1,537	18,864	10,753	10,753	29,617	947 34
do rafts.....	5		5	5	5	0 19
Masts, spars and telegraph poles, in vessels.....	54		54	54	54	2 90
do do rafts.....						
Railway ties, in vessels.....	126	5,624	126	126	5,750	649 12
do rafts.....	105	534	105	105	534	46 68
Saw-logs.....	47	47			152	3 48
Staves and heading, barrel.....						
do do pipe.....						
do do West India.....						
Staves, salt barrel.....	61	50	61	61	111	20 65
Shingles.....	5	5			5	0 77
Split posts and fence rails, in vessels.....						
do do rafts.....	20	20	20	20	40	0 76
Timber, square, in vessels.....	20	357	20	20	377	7 10
do rafts.....	14	91	14	14	105	9 26
Traverses.....	7		7	7	7	1 00
Woodenware and wood partly manufactured.....						
Total freight paying tolls.....	1,828	64,313	24,145	24,145	90,286	3,102 63
Coal, free, per Order in Council.....		6,080			6,080	
Grand total freight.....	1,828	70,393	24,145	24,145	96,366	
Total tolls on vessels.....						
do passengers.....						1,715 06
do free coal.....						169 83
Wharfage and storage.....					\$ 162 31	191 42
Fines and damages.....						23 00
Other receipts.....						297 20
Total revenue, exclusive of hydraulic rents.....						5,499 14

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1892.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....		1,749								1,749	1,749	17 40
Flour.....	2,150	65							2,150	65	2,215	22 15
Coal.....		36,597								36,597	36,597	365 97
Lumber.....	3,438	734							3,438	734	4,172	45 72
Other agricultural products to merchandise.....	4,854	5,717							4,854	5,717	10,571	105 71
	2,719	619							2,719	619	3,338	33 38
Total freight paying tolls.....	13,561	45,481							13,561	45,481	59,042	590 42
Total tolls on vessels.....												2,065 44
Total revenue.....												3,125 86

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

[illegible]

[illegible]

No. (A) 18.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Railway ties, in vessels.											\$
do rafts.			25						25		0 25
Saw-logs.											
Staves and headings, barrel.		1								1	0 05
do pipe.											
do West India.											
Staves, salt barrel.											
Shingles.											
Split posts and fence rails, in vessels.	1		23						24		2 06
do do rafts.											
Timber, square, in vessels.											
do rafts.		3,265								3,265	40 75
Traverses.											
Woodenware and wood partly manufactured.	2								2		0 10
Total freight paying tolls.	4,174	7,126	1,416				1,013		5,590	8,139	219 82
Total tolls on vessels.											235 16
do passengers.											130 31
Total revenue exclusive of hydraulic rents.											585 29

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 26th April, 1893.

STATEMENT OF TRAFFIC

SUPPLEMENTARY

No. (A) 19.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.	417,571	3,845 02	681,459	3,936 69	77,255	255 71
United States vessels, steam.	496,219	7,428 54	21,098	160 43	438	7 18
Canadian vessels, sail.	174,507	3,538 67	1,132,464	11,944 20	46,527	614 46
United States vessels, sail.	106,004	2,342 29	73,662	643 39	138,669	1,823 78
Total, class No. 1.	1,192,301	17,154 52	1,908,683	16,684 71	262,879	2,701 13
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.	43,884	504 24	64,199	2,808 75	5,218	88 49
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.	263	36 44	10,873	443 30	745	46 58
Brimstone.			557	54 58		
Cement and water lime.	815	78 06	3,800	490 09		
Clay, lime and sand.	70	5 25	28,368	1,330 47	4,668	483 55
Fish.	24	4 06	926	97 52	1	04
Gypsum.	200	5 00	2,510	34 97		
Iron, railway.	163	29 45	1,207	177 84		
do pig.			1,258	157 48		
do all other.	1,567	269 17	13,952	731 41	10	87
Salt.	878	174 96	5,619	714 89	317	20 45
Steel.	2,557	383 60	1,039	133 50		
Stone, for cutting.	1,264	252 80	2,029	110 87	602	60 20
Apples.	550	56 59	5,221	754 10	717	63 16
Barley.	6,433	1,286 60	9,340	479 74		
Corn.	192,548	38,509 60	4,341	265 38		
Cotton, raw.						
Flax and hemp.						
Flour.	17,048	2,601 40	5,762	658 07	285	9 51
Hay, pressed.			1,113	57 83	3,727	153 28
Meals, all kinds.	31,740	6,348 00	1,224	56 46		
Oil cake.			3	16	5	17
Oats.	37,173	7,434 60	44,294	2,080 80	3,034	133 49
Pease.	524	104 80	47,419	2,869 84	166	5 55
Potatoes.	1	20	139	9 41	24	82
Rye.	9,392	1,878 40	1,000	70 82		
Seeds, all kinds.	125	25 00	6,455	246 39		
Tobacco, raw.			1	10		
Wheat.	232,019	45,792 91	68,609	4,402 42		
All other agricultural products, vegetable	507	24 76	4,086	242 62		
Bones.			75	10 02	139	13 90
Cattle.	1	0 02	292	20 47	45	1 50
Hogs.			5	0 75		
Hides and skins, horns and hoofs.	113	17 95	47	6 44		
Horses.	91	3 03	501	31 80	24	0 80
Lard and lard oil.			218	20 52		
Meats, other than pork.	79	15 80	20	2 35		
Pork.	44	8 80	568	48 99		
Sheep.			113	8 58	186	6 20
Tallow.	108	16 20	37	4 58		
Wool.	70	14 00	23	3 45		
All other agricultural products, animal			2,615	376 00		
Total, Class No. 3.	536,367	105,377 36	275,659	17,204 48	14,695	1,000 07

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1892.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
149,529	190 42	156,983	631 12	102,431	783 97	41,601	832 02	35,922	243 07
95	75	1	25	878	14 84			20	25
8,930	34 99	175,370	2,470 85	87,077	857 90	84,752	1,695 04	29,587	102 89
401	9 00	28,331	664 56	6,070	58 35	1,919	38 38		
158,955	235 16	360,685	3,766 78	196,456	1,715 06	128,272	2,565 44	65,529	346 21
No.		No.		No.		No.		No.	
10,459	130 31	11,038	140 63	7,442	169 83			10,199	96 91
Tons.		Tons.		Tons.		Tons.		Tons.	
				94	2 88			26	50
1	03	4	34	202	5 59				
2	04	7,002	218 74	791	24 06				
9	18	8	64	38	1 08	1,749	17 49		
		1	10						
				10	24				
				243	8 19				
2	04	71	4 70	500	13 81				
343	6 47	24	1 65	2,052	56 53				
				10	29				
38	72	1	10	38	1 68				
452	8 54	107	5 50	143	4 72				
573	10 77	76	5 03	82	1 92				
		4	39	20	53				
41	81	26	1 97	369	9 59	2,215	22 15		
2	04	860	81 32	165	3 95				
		73	5 57	60	1 45				
1	02			3	11				
51	96	4,579	356 12	1,551	49 49				
1,531	28 78	989	71 29	54	1 57				
		580	46 49	206	5 72				
34	64	57	5 52	81	2 00				
152	2 86	38	2 70	6	15				
				1	03				
765	14 37	28	2 11	65	1 86				
150	2 85	240	21 55	115	3 39	10,571	105 71		
2	0 04	1	0 10	16	0 55				
5	0 10	528	35 74	8	0 24				
		21	1 36	1	0 03				
		5	0 50	6	0 19				
30	0 60	176	8 35	22	0 70				
		5	0 18	78	2 13				
		1	0 10	12	0 30				
		37	2 26	221	6 23				
17	0 32	345	24 42	2	0 06				
		18	1 15						
1	0 02	9	0 89	14	0 51				
1	0 02	1,429	118 31	555	17 56				
4,203	79 22	17,343	1,025 19	7,834	229 33	14,535	145 35	26	50

No. (A) 19.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl	19	3 80	124	24 80		
Agricultural implements	11	1 65	97	12 11		
Crockery and earthenware			180	32 53	19	1 84
Dye woods and dye stuffs			153	8 29	80	8 00
Furniture	25	4 02	1,213	175 87	2	0 20
Glass, all kinds	89	13 35	551	99 76		
Marble	3,190	478 50	17	1 55		
Manilla	66	9 90	9	1 80		
Molasses	107	16 05	754	73 49	2	0 08
Nails	40	4 95	2,133	310 75	1	0 04
Oil, in barrels	44	3 45	1,087	140 41	129	12 74
Paint	20	3 00	442	56 43	31	3 10
Pitch and tar			335	27 22	226	22 60
Rags			123	18 90		
Rosin			2,164	111 25	2,357	235 64
Soda ash	14	2 10	1,043	204 33	149	9 93
Sugar	3,172	430 49	5,713	1,130 01	2	0 08
Stone, wrought			326	17 65	478	47 80
Tin	20	3 00	408	74 38		
Turpentine			190	12 75	144	14 40
White lead			158	30 82		
Whiting			275	55 96		
Whisky, and all other spirits	161	27 32	1,077	197 05		
Merchandise, not enumerated	40,262	5,934 71	11,993	1,684 41	3,703	288 13
Total, Class No. 4	47,240	6,936 29	30,565	4,502 52	7,323	644 57
<i>Class No. 5.</i>						
Bark			5	19		
Barrels, empty	30	5 72	441	47 41	11	0 44
Boat knees						
Floats	4	0 25	7,464	128 52		
Fire wood, in vessels	7,020	337 00	14,897	333 89	64,258	2,124 57
do rafts						
Lumber, sawn, in vessels	86,072	15,427 50	35,551	1,100 51	91,464	5,401 74
do rafts			125	5 64		
Hoops						
Railway ties, in vessels	217	6 78	148	2 96	6,124	488 80
do rafts						
Masts, spars and telegraph poles, in vessels						
Masts, spars and telegraph poles, in rafts	5	0 25	13,540	338 50		
Square timber, in vessels	43,648	6,541 16	2,685	49 02		
do rafts	170	4 80	8,867	235 75		
Woodenware and wood partly manufactured	7	2 80	44	12 10		
Shingles	25	18 10	28	4 32	23	3 20
Split posts and fence rails, in vessels						
do do rafts						
Saw-logs	2,555	104 05	18,359	420 24		
Staves and headings, barrel	95	7 60				
do do pipe	88	16 10	80	2 50		
do do West India	276	51 68	104	3 90		
do do salt barrel						
Traverses			8,222	21 40		
Hop poles						
Total, Class No. 5	140,212	22,523 79	110,560	2,706 84	162,227	8,039 55

Canals, and the amount of Tolls collected, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
14	0 41	5	0 95	15	2 03				
14	0 35	22	2 65	139	13 82				
4	0 10	6	0 49	96	9 43				
133	3 50	36	4 28	41	3 86				
2	0 05	8	0 54	32	3 06				
2	0 05	2	0 24	5	0 45				
		12	0 70	57	5 21				
79	1 98	13	0 75	244	23 50				
61	1 54	17	1 13	339	32 11				
17	0 43	3	0 43	12	1 17				
		1	0 05	2	0 18				
4	0 10	22	4 00	49	5 77				
		2	0 15	2	0 18				
		3	0 57	2	0 18				
298	7 39	56	10 89	645	61 41				
1	0 03	14	0 75	3	0 27				
				14	1 34				
26	0 65	1	0 19	6	0 54				
9	0 23	11	0 79	22	1 94				
992	24 91	369	47 81	77	7 08				
				1,219	122 98	3,338	33 38	170	5 10
1,656	41 72	603	77 36	3,021	296 51	3,338	33 38	170	5 10
		35	4 15	53	2 48			78	3 09
		1	0 03	102	7 91				
		41,060	451 33	640	10 15			202	2 76
349	2 93	33,165	1,321 53	36,000	633 99			14,282	154 52
		420	4 20						
2,539	28 62	468,924	34,940 41	29,617	947 34	4,572	45 72	1,512	24 89
		99	13 11	5	0 19			25	0 50
		28	2 00						
25	0 25	325	53 50	5,750	649 12				
		1,563	83 34	534	46 68			250	10 00
		36	2 79	54	2 90			6	0 55
		2,560	62 91	40	0 76			1,142	11 42
3,265	40 75	12,480	145 28	377	7 10			50	0 75
								2,083	31 63
2	0 10			7	1 00				
24	2 06	526	457 68	111	20 65			472	15 56
		1	0 88	5	0 77				
		21,085	481 88	152	3 48			2,005	17 62
1	0 05								
		1,060	2 65	105	9 26			210	3 75
6,205	74 76	583,368	38,027 67	73,552	2,343 78	4,572	45 72	22,317	277 04

No. (A) 19.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal	211,616	42,284 12	178,073	25,073 16	86,500	8,478 16
Kyrolite or chemical ore	69	3 45				
Iron ore						
Stone, unwrought, not suitable for cutting	10,294	1,019 47	4,351	87 00	21	7 88
Ice						
Total, Special Class	221,979	43,307 05	182,424	25,160 16	86,521	8,486 04
Total freight and tolls	945,798	195,803 25	599,208	69,067 46	270,766	20,959 85
Timber and other wood, free			2,449	290 28		
Wheat, corn, flour, iron, salt, coal, &c., free	9,756	1,434 80	365,098	33,003 46		
Grand Totals, passengers and tonnage of vessels not included. .	955,554	197,238 05	966,755	102,361 20	270,766	20,959 85

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
850	15 97	581	29 05	3,625 1,466	142 66 72 84	36,597	365 97		
815	8 15			788	17 51				
1,665	24 12	581	29 05	5,879	233 01	36,597	365 97		
13,729	585 29	601,895 45,116	43,066 68 605 49	90,286	4,987 52	59,042	3,155 86	22,513	725 76
				6,080	162 31				
13,729	585 29	647,011	43,672 17	96,366	5,149 83	59,042	3,155 86	22,513	725 76

B. H. TEAKLES,
Compiler of Canal Statistics.

SUPPLEMENTARY

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds	1,192,301	17,154 52	1,908,683	16,684 71	262,879	2,701 13
Passengers	No. 43,884	504 24	No. 64,199	2,808 75	No. 5,218	88 49
<i>Forest, Product of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark			5	0 19		
Boat knees						
Floats	4	0 25	7,464	128 52		
do Free						
Firewood	7,020	337 00	14,897	333 89	64,258	2,124 57
do Free						
Hoops and hop poles					347	20 80
Lumber, sawed	86,072	15,427 50	35,676	1,106 15	91,464	5,401 74
do Free			1,799			
Masts, spars, &c.	5	0 25	13,540	338 50		
Railway ties	217	6 78	148	2 95	6,124	488 80
Saw-logs	2,555	104 05	18,359	420 24		
do Free						
Staves, all kinds	459	75 38	184	6 40		
do Free			208			
Shingles	25	18 10	28	4 32	23	3 20
Split posts and rails						
do Free			1			
Timber, square	43,818	6,545 96	11,552	284 77		
do Free			440			
Traverses			8,222	21 40		
do Free						
Total	140,175	22,515 27	112,523	2,647 43	162,216	8,039 11
<i>Farm Stock.</i>						
Cattle	1	0 02	292	20 47	45	1 50
Hogs			5	0 75		
Horses	91	3 03	501	31 80	24	80
do Free			2			
Sheep			113	8 58	186	6 20
Total	92	3 05	913	61 60	255	8 50
<i>Produce of Animals.</i>						
Bones			75	10 02	139	13 90
Horns and hoofs, hides and skins, raw	113	17 95	47	6 44		
do do Free			20			
Lard and lard oil			218	20 52		
do Free	16					
Meats, other than pork	79	15 80	20	2 35		
do Free			94			
Pork	44	8 80	568	48 99		
Tallow	108	16 20	37	4 58		
Wool	70	14 00	23	3 45		
do Free	13					
Agricultural products, not enumerated, animal			2,615	376 00		
Total	443	72 75	3,717	472 35	139	13 90

APPENDIX A—Continued.

the Season of Navigation ended 31st December, 1892, showing the Total Quantity of and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
158,955	235 16	360,685	3,766 78	196,456	1,715 06	128,272	2,565 44	65,529	346 21
No. 10,459	130 31	No. 11,038	140 63	No. 7,442	169 83	No.		No. 10,199	No. 96 91
Tons.		Tons.		Tons.		Tons.		Tons.	
				53	2 48			78	3 09
		1	0 03						
		41,060	451 33	640	10 15			202	2 76
		23,460							
349	2 93	33,585	1,325 73	36,000	633 99			14,282	154 52
		4,290							
		23	2 00						
2,539	28 62	469,023	34,953 52	29,622	947 53	4,572	45 72	1,537	25 39
		704							
		36	2 79	54	2 90			1,148	11 97
25	0 25	1,888	136 84	6,284	695 80			250	10 00
		21,085	481 88	152	3 48			2,005	17 62
		13,662							
1	0 05								
24	2 06	526	457 68	111	20 65			472	15 56
		1	0 88	5	0 77				
3,265	40 75	15,040	208 19	417	7 86			2,133	32 38
		2,940							
		1,060	2 65	105	9 26			210	3 75
		60							
6,203	74 66	628,449	38,023 52	73,443	2,334 87	4,572	45 72	22,317	277 04
5	0 10	528	35 74	8	24				
		21	1 36	1	0 03				
30	0 60	176	8 35	22	0 70				
17	0 32	345	24 42	2	0 06				
52	1 02	1,070	69 87	33	1 03				
2	0 04	1	0 10	16	0 55				
		5	0 50	6	0 19				
		5	0 18	78	2 13				
		1	0 10	12	0 30				
		37	2 26	221	6 23				
		18	1 15						
1	0 02	9	0 89	14	0 51				
				555					
1	0 02	1,429	118 31		17 56				
4	0 08	1,505	123 49	902	27 47				

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated, vegetable	507	24 70	4,086	242 62		
Apples	550	56 59	5,221	754 10	717	63 16
do Free			54			
Barley	6,433	1,286 60	9,340	479 74		
Cotton, raw						
Corn	192,548	38,509 60	4,341	265 58		
do Free			54,999			
Flax and hemp						
Flour	17,048	2,601 40	5,762	658 07	285	9 51
do Free			2,874			
Hay, pressed			1,113	57 83	3,727	153 28
Meals, all kinds	31,740	6,348 00	1,224	56 45		
do Free			16			
Manilla	66	9 90	9	1 80		
Oats	37,173	7,434 60	44,294	2,080 08	3,034	133 49
Pease	524	104 80	47,419	2,869 84	166	5 55
do Free			524			
Potatoes	1	20	139	9 41	24	82
Rye	9,392	1,878 40	1,000	70 82		
do Free			9,119			
Seeds—Flax, clover and grass	125	25 00	6,455	246 39		
do do Free			75			
Tobacco, raw			1	10		
Wheat	232,019	45,792 91	68,609	4,402 42		
do Free			194,281			
Total	528,126	104,072 70	460,955	12,195 25	7,953	365 81
<i>Manufactures.</i>						
Ashes, pot and pearl	19	3 80	124	24 80		
do Free	88		17			
Agricultural implements	11	1 65	97	12 11		
Barrels, empty	30	5 72	441	47 41	11	0 44
do Free			1			
Bricks	263	36 44	10,873	443 30	745	46 58
Cement and water lime	815	78 05	3,800	490 09		
do Free	1,570		456			
Crockery and earthenware			180	32 53	19	1 84
do Free	8					
Furniture	25	4 02	1,213	175 87	2	20
do Free	3		1			
Glass	89	13 25	551	99 76		
do Free	152					
Iron, railway	163	29 45	1,207	177 84		
do Free	1,171					
Iron, pig			1,258	157 48		
do Free	74					
Iron, all other	1,567	269 17	13,952	731 41	10	0 87
do Free	387		10			
Molasses	107	16 05	754	73 49	2	0 08
do Free	32					
Nails	40	4 95	2,133	310 75	1	0 04
do Free	276					
Oil	44	3 45	1,087	140 41	129	12 74
do Free	2					
Oil cake			3	0 16	5	0 17
Paint	20	3 00	442	56 43	31	3 10
do Free	15					
Pitch and tar			335	27 22	226	22 60
do Free	15					
Rosin			2,164	111 25	2,357	235 64
Soda ash	14	2 10	1,043	204 33	149	9 93
do Free	352					

during the Season of Navigation, ended 31st December, 1892, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
150	2 85	240	21 55	115	3 39	10,571	105 71		
452	8 54	107	5 50	143	4 72				
573	10 77	76	5 03	82	1 92				
		4	0 39	20	0 53				
41	0 81	26	1 97	369	9 59	2,215	22 15		
2	0 04	860	81 32	165	3 95				
		73	5 57	60	1 45				
2	0 05								
51	0 96	4,579	356 12	1,551	49 49				
1,531	28 78	989	71 29	54	1 57				
		580	46 49	206	5 72				
34	0 64	57	5 52	81	2 00				
152	2 96	38	2 70	6	0 15				
				1	0 03				
765	14 37	28	2 11	65	1 86				
3,753	70 67	7,657	605 56	2,918	86 37	12,786	127 86		
		5	0 95	15	2 03				
14	0 41	22	2 65	139	13 82				
		35	4 15	102	7 91				
				94	2 88			26	0 50
1	0 03	4	0 34	202	5 59				
14	0 35	6	0 49	96	9 43				
133	3 50	36	4 28	41	3 86				
2	0 05	8	0 54	32	3 06				
				10	0 24				
				243	8 19				
2	0 04	71	4 70	500	13 81				
		12	0 70	57	5 21				
79	1 98	13	0 75	244	23 50				
61	1 54	17	1 13	339	32 11				
1	0 02			3	0 11				
17	0 43	3	0 43	12	1 17				
		1	0 05	2	0 18				
		2	0 15	2	0 18				
		3	0 57	2	0 18				

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>		\$ cts.		\$ cts.		\$ cts.
Spirits, whisky, &c.	161	27 32	1,077	197 05		
do Free	220		6			
Steel	2,557	383 60	1,039	133 50		
do Free	269					
Sugar	3,172	430 49	5,713	1,130 01	2	0 08
do Free	1,320					
Tin	20	3 00	408	74 38		
do Free	27					
Turpentine			190	12 75	144	14 40
White lead			158	30 82		
do Free	6					
Whiting			275	55 96		
do Free	71					
Woodenware	7	2 80	44	12 10		
Total	15,182	1,318 41	51,052	4,963 21	3,833	348 71
<i>Merchandise.</i>						
Brimstone, crude			557	54 58		
Clay, lime and sand	70	5 25	28,368	1,330 47	4,068	483 55
do Free	240		500			
Coal	211,616	42,284 13	178,073	25,073 16	86,500	8,478 16
do Free			101,267			
Dye wood and dye stuffs			153	8 29	80	8 00
Fish	24	4 05	926	97 52	1	0 04
do Free	426		9			
Gypsum	200	5 00	2,510	34 97		
Ores, all kinds	69	3 45				
do Free	286		614			
Marble	3,190	478 50	17	1 55		
Rags			123	18 90		
Salt	878	174 95	5,619	714 89	317	20 45
do Free	2,034					
Stone, all kinds	11,558	1,272 27	6,706	215 52	1,101	115 88
do Free	145		124			
All other goods and merchandise, not enumerated	40,262	5,934 71	11,993	1,684 41	3,703	288 12
do Free	538		36			
Total	271,536	50,162 31	337,595	27,549 85	96,370	9,394 20
Grand totals, passengers and tonnage of vessels not included....	955,554	195,803 25	966,755	69,067 46	270,766	20,959 85

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

During the Season of Navigation ended 31st December, 1892, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
9	0 23	11	0 79	77	7 08				
				10	0 29				
298	7 39	56	10 89	645	61 41				
1	0 03	14	0 75	14	1 34				
26	0 65	1	0 19	6	0 54				
				22	1 94				
2	10			7	1 00				
660	16 75	320	34 50	2,916	207 08			26	0 50
2	0 04	7,002	218 74	791	24 06				
850	15 97			3,625	142 66	36,597	365 97		
4	0 10			6,080					
9	0 18	8	0 64	38	1 08	1,749	17 49		
		1	0 10						
		581	29 05	1,466	72 84				
		2	0 24	5	45				
4	0 10	22	4 00	49	5 77				
343	6 47	24	1 65	2,062	56 53				
853	8 87	1	0 10	829	19 46				
992	24 91	369	47 81	1,219	122 98	3,338	33 38	170	5 10
3,057	56 64	8,010	302 33	16,154	445 83	41,684	416 84	170	5 10
13,729	585 29	647,011	43,066 68	96,366	4,987 52	59,042	3,155 86	22,513	725 76

B. H. TEAKLES,
Compiler of Canal Statistics.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1892.

Canals and Offices.	January	March.	April.	May.	June.	July.	August.	September.	October.	November	December	Total Tolls.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
WELLAND CANAL.												
Chippawa.....				3 79	6 06	3 27	4 54	4 60	0 25	11 45		33 96
Colborne.....			6,505 16	20,211 66	16,632 96	18,684 07	18,049 47	21,974 26	19,836 81	14,169 81	2,047 54	138,161 16
Dalhousie.....			4,878 01	4,581 77	4,819 45	7,503 40	8,271 78	9,109 28	10,286 47	6,635 52	5 88	56,091 56
Dunnville.....				29 17	56 04	80 31	92 64	34 67	2 17	116 24		411 24
Maitland.....					1 76	1 00	1 72		4 08			8 56
Robinson.....			71 01	151 52	73 45	51 35	24 82	61 51	0 75	59 49		493 90
St. Catharines.....			30 88	65 84	62 57	131 91	144 82	74 98	75 28	16 59		602 87
Total, Welland Canal.			11,485 06	25,043 74	21,682 28	26,455 31	26,589 79	31,259 29	30,205 81	21,028 55	2,053 42	195,903 25
ST. LAWRENCE CANAL.												
Beauharnois.....				49 85	96 01	150 41	91 63	152 29	297 34	293 22		1,130 75
Cardinal.....			127 84	61 22	115 88	128 66	39 27	64 83	78 09	102 05	15 25	733 09
Cornwall.....				2,859 13	4,063 72	4,413 39	2,576 05	2,642 59	2,265 18	1,508 65	2 20	20,330 89
Kington.....			442 91	1,159 45	3,460 13	4,452 56	1,545 10	1,737 87	2,816 19	1,689 29		17,283 50
Lachine.....				198 51	261 67	223 57	381 04	470 10	326 48	190 71		2,052 08
Montreal.....				3,321 64	4,083 61	4,671 94	5,091 91	3,473 38	3,812 39	3,079 39	52 89	27,557 15
Total, St. Lawrence Canals.			570 75	7,649 80	12,041 02	14,040 53	9,725 00	8,541 06	9,595 65	6,833 31	70 34	69,067 46
CHAMBLY CANAL.												
Chamby.....				883 85	1,020 07	1,392 09	1,471 72	1,556 21	1,901 03	737 40		9,042 37
St. Johns.....				2,507 86	1,659 42	1,518 04	2,155 17	1,420 45	1,375 45	569 98		11,206 87
St. Ours.....			19 45	71 44	77 55	111 34	81 63	96 20	128 51	124 99		711 11
Total, Chamby Canal.			19 45	3,463 15	2,767 04	3,011 47	3,708 52	3,072 86	3,404 09	1,432 37		20,969 85

CANAL STATISTICS.

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OTTAWA CANALS.										
Ottawa.....	261 25	3,548 14	3,347 92	3,836 26	3,724 66	3,748 97	3,591 56	1,328 43	23,387 19
Carillon.....	1 26	23 80	13 03	10 70	12 40	8 42	20 03	8 57	.....	98 30
Grenville.....	156 66	2,839 98	3,061 44	2,553 56	3,139 03	2,248 14	2,709 52	1,315 68	.....	18,014 00
St. Anne's.....	5 35	114 46	280 15	220 60	349 07	276 49	219 72	103 36	.....	1,569 19
Total, Ottawa Canals.....	424 50	6,526 48	6,692 54	6,621 12	7,225 16	6,282 02	6,540 83	2,754 03	.....	43,066 08
RIDEAU CANAL.										
Kingston Mills.....	.....	157 02	86 56	129 38	160 88	158 60	131 48	41 47	.....	865 39
Ottawa.....	.....	406 19	548 34	657 06	596 25	425 11	495 68	312 68	.....	3,441 31
Smith's Falls.....	.....	41 86	108 08	141 26	146 76	107 78	68 56	66 52	.....	680 82
Total, Rideau Canal.....	.....	605 07	742 98	927 70	903 89	691 49	695 72	420 67	.....	4,987 52
St. Peter's CANAL.										
St. Peter's.....	30 92	1 06	368 24	413 07	412 94	431 83	443 45	362 32	207 13	3,155 86
TRENT VALLEY CANALS.										
Bobcaygeon.....	.....	19 81	41 33	67 44	71 72	58 55	68 43	20 41	.....	345 69
Buckhorn.....	1 00	0 50	8 90	21 80	17 87	11 80	1 00	7 25	.....	70 12
Burleigh.....	2 36	4 76	21 02	21 58	13 70	6 25	2 27	1 09	.....	73 03
Fenelon Falls.....	1 00	2 25	7 50	2 50	6 65	4 65	4 25	3 31	.....	32 11
Hastings.....	.....	13 14	1 33	2 50	2 50	7 00	4 50	2 50	.....	34 07
Peterborough.....	6 14	16 54	33 11	41 04	23 42	24 05	11 62	14 82	.....	170 74
Total, Trent Valley Canals.....	10 50	57 00	113 79	156 86	135 86	112 30	90 07	49 38	.....	725 76
MURRAY CANAL.										
Brighton.....	24 39	66 32	80 29	124 86	103 35	80 22	64 11	41 75	.....	585 29
Grand Total.....	30 92	1 06	44,478 18	51,750 92	48,804 51	50,621 07	51,130 63	32,922 38	2,330 89	338,351 67

There were refunded, Welland Canal tolls, on grain, per O. C., 4th April, 1892, to the amount of \$35,140.32, and St. Lawrence tolls to the amount of \$4,890.51.

B. H. TEAKLES,
Compiler of Canal Statistics.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1892, and the amount of Tolls collected thereon.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
WELLAND CANAL.													
Canadian vessels, steam	1,226	138,431	139,061	66,162	5,511	528	384	4,297	63,187	209,418	208,153	417,571	3,845 02
do sail	592	33,423	32,436	42,823	6,210	908	.....	9,737	48,970	86,891	87,616	174,507	3,538 67
Total Canadian	1,818	171,854	171,497	108,985	11,721	1,436	384	14,034	112,157	296,309	295,769	592,078	7,383 69
United States vessels, steam	536	67	49	13,248	225	232,018	184,440	228	64,944	245,561	249,658	495,219	7,428 54
do sail	261	575	.....	7,566	4,609	38,325	35,872	4,588	12,469	52,054	52,950	105,004	2,342 29
Total United States	797	642	49	20,814	4,834	271,343	220,312	4,816	77,413	297,615	302,608	600,223	9,770 83
Grand Total, Welland Canal.	2,615	172,496	171,546	129,799	16,555	272,779	220,706	18,850	189,570	593,924	598,377	1,192,301	17,154 52
ST. LAWRENCE CANALS.													
Canadian vessels, steam	3,158	355,914	304,750	13,618	11	.....	.....	11	7,155	369,543	311,916	681,459	3,938 69
do sail	6,076	602,400	445,468	31,842	15	30	.....	.....	52,709	634,272	498,192	1,132,464	11,944 20
Total Canadian	9,234	958,314	750,218	45,460	26	30	.....	11	59,864	1,003,815	810,106	1,813,923	15,880 89
United States vessels, steam	546	113	226	2,639	10	8,036	8,120	144	1,810	10,332	10,166	21,098	160 43
do sail	632	1,992	13,934	10,530	1,475	836	1,005	31,557	12,233	45,015	28,647	73,662	643 39
Total United States	1,178	2,105	14,160	13,169	1,486	8,972	9,126	31,701	14,043	55,947	38,813	94,760	808 82
Grand Total, St. Lawrence Canals.	10,412	960,419	764,378	58,629	1,511	9,002	9,126	31,712	73,907	1,059,762	848,921	1,908,683	16,684 71
CHAMBLEY CANAL.													
Canadian vessels, steam	603	38,293	38,364	246	.....	.....	.....	.....	352	38,539	38,716	77,255	295 71
do sail	626	11,298	10,701	8,627	.....	.....	.....	.....	15,911	19,915	26,612	46,527	614 46
Total Canadian	1,229	49,591	49,065	8,873	.....	.....	.....	.....	16,263	58,454	65,328	123,782	870 17

CANAL STATISTICS.

4

United States vessels, steam.	25	118	299	17	308	135	438	7 18
do sail.	1,442	2,941	58,410	80,937	54,781	83,878	138,659	1,823 78
Total United States.	1,467	3,059	58,709	80,954	55,064	84,013	139,097	1,880 96
Grand Total, Chambly Canal.	2,696	50,956	62,582	97,217	113,538	149,341	262,879	2,701 13
OTTAWA CANALS.								
Canadian vessels, steam.	1,017	48,262	107,401	1,320	48,262	108,721	156,983	631 12
do sail.	1,341	8,181	151,074	16,115	8,181	167,189	175,370	2,470 85
Total Canadian.	2,358	56,443	258,475	17,435	56,443	275,910	332,353	3,101 97
United States vessels, steam.	1	1	1	1	1	1	1	0 25
do sail.	308	3,894	7,475	518	4,412	23,919	28,331	664 56
Total United States.	309	3,895	7,475	518	4,413	23,919	28,332	664 81
Grand Total, Ottawa Canals.	2,667	60,338	265,950	518	60,856	299,829	360,685	3,766 78
RIDEAU CANALS.								
Canadian vessels, steam.	1,520	49,973	52,248	210	50,183	52,248	102,431	733 97
do sail.	1,039	43,389	43,581	107	43,496	43,581	87,077	857 90
Total Canadian.	2,559	93,362	95,829	317	93,679	95,829	189,508	1,641 87
United States vessels, steam.	57	400	478	400	400	478	878	14 84
do sail.	74	1,692	4,063	315	2,007	4,063	6,070	58 35
Total United States.	131	2,092	4,541	315	2,407	4,541	6,948	73 19
Grand total, Rideau Canal.	2,690	95,454	100,370	632	96,086	100,370	196,456	1,715 06
ST. PETER'S CANAL.								
Canadian vessels, steam.	220	21,599	20,002	450	21,599	20,002	41,601	832 02
do sail.	1,665	42,910	41,392	450	43,360	41,392	84,752	1,695 04
Total Canadian.	1,885	64,509	61,394	450	64,959	61,394	126,353	2,527 06
United States vessels, steam.	6	1,843	76	76	1,843	76	1,919	38 38
do sail.	6	1,843	76	76	1,843	76	1,919	38 38
Total United States.	1,891	66,352	61,470	450	66,802	61,470	128,272	2,565 44
Grand total, St. Peter's Canal.								

SUPPLEMENTARY APPENDIX A—Continued.
No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued

Vessels.	Total Number.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANAL.											
Canadian vessels, steam.....	836	16,986	18,936	.....	.....	.....	.....	16,986	18,936	35,922	\$ cts.
do sail.....	454	14,110	15,477	.....	.....	.....	.....	14,110	15,477	29,587	243 07
Total Canadian.....	1,290	31,096	34,413	.....	.....	.....	.....	31,096	34,413	65,509	102 89
United States vessels, steam.....	1	.....	20	.....	.....	.....	.....	.....	20	20	345 96
do sail.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0 25
Total United States.....	1	.....	20	.....	.....	.....	.....	.....	20	20	.....
Grand total, Trent Valley Canal.	1,291	31,096	34,433	.....	.....	.....	.....	31,096	34,433	65,529	0 25
MURRAY CANAL.											
Canadian vessels, steam.....	656	89,412	34,704	.....	.....	.....	.....	102,597	46,932	149,529	190 42
do sail.....	148	2,678	4,910	.....	.....	164	862	3,158	5,772	8,980	34 99
Total Canadian.....	804	92,090	39,614	.....	.....	164	13,090	105,755	52,704	158,459	225 41
United States vessels, steam.....	3	39	.....	.....	.....	.....	.....	88	7	95	0 75
do sail.....	36	32	25	.....	.....	2	177	199	202	401	9 00
Total United States.....	39	71	25	.....	.....	2	184	287	209	496	9 75
Grand total, Murray Canal.....	843	92,161	39,639	.....	.....	166	13,274	106,042	52,913	158,955	235 16

SUPPLEMENTARY APPENDIX A—Continued.
No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.
RECAPITULATION.

Vessels	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
CANADIAN VESSELS.													
Steam and Sail.													
Welland	1,818	171,854	171,497	108,985	11,721	1,436	394	14,034	112,157	296,969	296,769	592,078	7,383 69
St. Lawrence	9,234	958,314	750,218	45,460	26	30	...	11	59,864	1,008,815	810,108	1,813,923	15,880 89
Chambly	1,229	49,061	49,065	8,673	...	...	...	16,263	...	58,454	65,328	123,782	870 17
Ottawa	2,358	56,443	268,475	...	17,435	...	...	...	...	56,443	275,910	332,353	3,101 97
Rideau	2,559	93,362	96,829	317	...	...	...	...	...	93,362	96,829	189,508	1,041 87
St. Peter's	1,885	64,509	61,394	...	...	...	...	450	...	64,509	61,394	126,353	2,527 06
Trent Valley	1,230	31,096	34,413	...	...	...	...	...	...	31,096	34,413	65,509	845 96
Murray	804	92,090	39,614	13,501	...	...	...	164	13,090	105,755	52,704	158,459	226 41
Total, Canadian	21,177	1,517,249	1,460,505	177,135	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	\$ 91,977 02
UNITED STATES VESSELS.													
Steam and Sail.													
Welland	797	642	49	20,814	4,834	271,343	220,312	4,816	77,413	297,615	302,608	600,223	9,770 83
St. Lawrence	1,178	2,105	14,160	13,169	1,485	8,972	9,125	31,701	14,043	55,947	38,813	94,760	803 82
Chambly	1,467	1,375	3,059	53,709	...	...	...	...	80,954	55,084	84,013	139,097	1,830 96
Ottawa	309	3,886	7,475	...	16,444	...	...	518	...	4,413	23,919	28,332	664 81
Rideau	131	2,092	4,541	315	...	...	...	...	...	2,407	4,541	6,948	73 19
St. Peter's	6	1,843	76	...	...	...	...	...	...	1,843	76	1,919	38 38
Trent Valley	1	...	20	...	...	...	...	...	...	...	20	20	0 25
Murray	39	71	25	214	...	...	...	2	184	287	209	496	9 75
Total, United States	3,928	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,546	454,199	871,795	13,191 99
Grand total, Canadian and United States	25,105	1,529,272	1,489,910	285,357	51,945	281,781	229,831	51,696	373,968	2,128,106	2,145,654	4,273,760	45,169 01

SUPPLEMENTARY APPENDIX A—Concluded.

No. (A) 224.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1891 and 1892, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1891.												
Welland Canal.....	11,415	58,559	13,945	13,963	247,543	306,257	17,409	306,022	290,212	684,801	975,013	198,823 88
St. Lawrence Canals.....	203,211	547,727	10,725	1,545	645	1,701	33,314	137,926	247,885	688,869	986,794	62,726 56
Chambly Canal.....	56,763	7,547	66,881	.....	.....	.....	.....	98,073	123,044	106,620	223,264	19,346 58
Rideau Canal.....	69,714	28,142	11,457	.....	.....	.....	.....	.....	81,171	28,142	109,313	5,910 41
Ottawa Canals.....	871	476,735	107,435	.....	.....	.....	.....	.....	871	584,170	585,041	40,440 39
St. Peter's Canal.....	6,512	28,008	.....	.....	.....	.....	.....	.....	6,512	28,008	34,520	1,778 48
Trent Valley Canals.....	16,632	4,207	.....	.....	.....	.....	.....	.....	16,632	4,207	20,839	651 73
Murray Canal.....	5,002	4,322	906	250	.....	.....	24	1,238	5,832	5,810	11,742	670 05
1892.												
Welland Canal.....	7,750	87,642	9,733	32,583	240,332	300,733	12,391	284,390	270,206	685,948	955,554	185,803 25
St. Lawrence Canals.....	204,078	599,052	6,390	1,424	702	2,046	35,005	118,048	246,176	720,590	966,755	60,067 46
Chambly Canal.....	9,714	8,628	154,170	.....	.....	204	.....	97,850	163,984	106,892	270,796	20,959 85
Rideau Canal.....	70,393	24,145	1,328	.....	.....	.....	.....	.....	72,221	24,145	96,366	4,987 52
Ottawa Canals.....	551	544,679	1	101,780	.....	.....	.....	.....	552	646,459	647,011	43,066 68
St. Peter's Canal.....	13,561	45,481	.....	.....	.....	.....	.....	.....	13,561	45,481	59,042	3,155 86
Trent Valley Canals.....	17,389	5,174	.....	.....	.....	.....	.....	.....	17,389	5,174	22,513	725 76
Murray Canal.....	4,174	7,126	1,416	.....	.....	.....	.....	1,013	5,590	8,139	13,729	586 29

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

RATES OF TOLLS

No. 23—Rates of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS

(O.C., 25th April, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and as per ton, unless otherwise specified.								
	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
<i>Class No. 1.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vessels, steam.....per ton.	0 01½	0 01½	0 02½	0 00½	0 00½	0 01½	0 00½	0 01½
do sail.....do	0 02½	0 02½	0 03½	0 01½	0 01½	0 02½	0 01	0 02½
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards.....	0 10	0 10	0 20	0 10	0 05	0 06	0 02½	0 09½
Passengers, under 21 years each ..	0 05	0 05	0 10	0 05	0 02	0 04	0 01½	0 04½
<i>Class No. 3.</i>								
Bricks, cement and water lime....	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19½
Clay, lime and sand.....								
Brimstone								
Corn.....								
Flour.....								
Iron, railway								
do pig								
do all other, including steel (O. C., 1st Feb., 1888.....								
Plaster, gypsum								
Salt								
Salt meats or fish in barrels or otherwise.....								
Agricultural products, vegetable, not enumerated.....								
Agricultural products, animals, not enumerated								
Stone, for cutting								
Wheat								
<i>Class No. 4.</i>								
All other articles, not enumerated.	0 15	0 20	0 20	0 20	0 10	0 26	0 14	0 29

of the Dominion of Canada, 1892.

TRENT VALLEY CANALS (O.C., 25TH JULY, 1888).

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	
Fenelon Falls. to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls. to Lakefield.	Whitlaw's to Hastings.
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{2}$	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{2}$	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{2}$	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{2}$	\$ cts. 0 00 $\frac{3}{4}$ 0 01	\$ cts. 0 00 $\frac{3}{4}$ 0 00 $\frac{1}{2}$
0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

No. 23.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamby Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Anne's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 5.</i>								
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19½
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03½
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03½
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23
do do rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30½
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30
Masts and spars, telegraph poles, per ton of 40 cubic ft., in vessels	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13½
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22½
Railway ties, in vessels, each	0 01	0 01	0 01	0 00½	0 00½	0 00½	0 00½	0 01½
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02½
Sawed stuff, boards, planks, scantling and sawed timber, per M. feet, board measure, in vessels	0 30	0 30	0 30	0 15	0 10	0 11½	0 06½	0 20
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36½
Square timber, per M. cubic feet, in vessels	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69
Square timber, per M. cubic feet, in rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13
Wagon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55
Shingles, per M.	0 06	0 06	0 06	0 06	0 04	0 04½	0 02½	0 08
Split posts and fence rails per M., in vessels	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42
Split posts and fence rails, per M., in rafts	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77
Saw-logs, each standard log	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13
Staves and headings, brls., per M.	0 40	0 40	0 40	0 20	0 15	0 15	0 10	0 30
do pipe, per M.	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75
do W. India, per M.	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do salt barrel, sawn or cut, per M.	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 61½
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th October, 1892)	0 15	0 05	.....	0 05	Westward	.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17½
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37½	0 28	0 24	0 77½
Kryolite, iron ore or chemical ore	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05	.....	.....	.....	.....	.....

of the Dominion—*Continued.*

TRENT VALLEY CANALS.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Bobcaygeon.	Tolls Charge- able at Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 13	0 13	0 13	0 13	0 52	0 13
0 08	0 08	0 08	0 08	0 10	0 08
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 00½	0 00½
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 08	0 08	0 08	0 08	0 10	0 08
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00½	0 00½	0 00½	0 00½	0 08	0 00½
0 08	0 08	0 08	0 08	0 11	0 08
0 05	0 05	0 05	0 05	0 20	0 05
0 00½	0 00½	0 00½	0 00½	0 08	0 00½
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00½	0 00½	0 00½	0 00½	0 08	0 00½
Free.	Free.	Free.	Free.	Free.	Free.

Sec. 76.—Standard for estimating weight, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois	1	Stone, 12 cubic feet.....	1
Per M. is per thousand feet.....		Stone, 1 cord	7½
Per Mille is per thousand pieces.....		Whiskey, 4 barrels or 215 gallons.....	1
Green fruit, 9 barrels are.....	1	Empty barrels, 10	1
Ashes, 3 barrels are.....	1	Barrel hoops, 10 Mille.....	1
Bark, 4 cords.....	1	Board and other sawed lumber, 600 feet	
Beef, 7 barrels.....	1	board measure.....	1
Biscuit and crackers, 9 barrels	1	Boat knees, 4.....	1
Bricks, common, 1,000.....	2	Firewood, 1 cord.....	3
Butter, 22 kegs or 7 barrels.....	1	Hop poles, 60 or 40 cubic feet	1
Cattle, 3	1	Shingles, 12 M. or bundles.....	1
Cement and water lime, 7 barrels.....	1	Split posts and fence rails, 1 Mille.....	1
Fire bricks, 1,000.....	3	Staves and headings, pipe, 1 Mille.....	8
Fish, 7 barrels.....	1	do W. India, 1 Mille.....	4
Flour, 9 barrels.....	1	do barrel, 1 Mille.....	2½
Gypsum and manganese, 6 barrels.....	1	do salt barrel, 1 Mille.....	1
Horses, 2	1	Saw-logs, standard, 1.....	1
Lard and tallow, 7 barrels or 22 kegs.....	1	Square timber, 50 cubic feet.....	1
Liquors and spirits, 215 gallons	1	Telegraph poles, 10 or 40 cubic feet.....	1
Liquors, all others, 215 gallons.....	1	Masts and spars, 40 cubic feet.....	1
Nuts, 9 barrels.....	1	Railroad ties, 16 or 50 cubic feet	1
Oysters, 6 barrels.....	1	All other woodenware, or partly manu-	
Pork, 7 barrels.....	1	factured wood, 40 cubic feet as per	
Salt, 7 barrels.....	1	tariff.....	1
Seed, 9 barrels.....	1	Traverses, 40 cubic feet or 5 pieces.....	1
Sheep, 20	1	Floats, 50 lineal feet.....	1

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14 all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals :—

WELLAND CANALS.	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	
3. From Dunnville to Port Colborne	
4. From Thorold to St. Catharines or Port Dalhousie.....	
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....	
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	
7. From Port Robinson to Allanburg or Thorold.....	
8. From Port Robinson to St. Catharines or Port Dalhousie.....	
9. From St. Catharines to Port Dalhousie.....	
10. From Dunnville to Maitland.....	
11. From Port Robinson through the lock and Chippawa Cut.....	
12. From Port Colborne to Port Maitland.....	
13. From Chippawa Cut through lock to Port Robinson.....	
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	
16. Through the Chippawa Cut only.....	
17. Through the Port Robinson Lock only.....	
ST. LAWRENCE CANALS.	
Sec. 78. The navigation is divided into four sections, viz , Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.....	
CHAMBLY CANAL.	
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.....	
Vessels and property passing from Chambly to St. Johns, to pay	

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANALS.

Sec. 81. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds.

GENERAL.

Sec. 82. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippewa Creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863.

NOTE.

O. C. June 27, 1890.

That the following words be added to Section 84 :—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888."

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kyrolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a.) All goods having paid full toll through the whole line of the St. Lawrence Canals or through the Lachine Canal, Ste. Anne's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, Ste. Anne's Lock, the Lachine Canal and the Chambly Canal; provided always :— That the articles to be entitled to the above exemptions shall go downwards through the whole length of the canal to Montreal or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c.) No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30, a season "Let-Pass," which will pass then up and down the canals as often as desired. O. C. April 18, 1873.

Sec. 87. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal, shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals; and during the said period, if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid, the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C. March 18, 1889.

HARBOUR DUES.

Sec. 89. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin :—

	Cents.
Wheat and other grain, per week, per bushel.....	1
Meal do per barrel.....	4
Pork, beef butter and lard do	5
Muscovado sugar do per hhd., 10 cents; per brl.....	5
Liquors { do per pipe, 15 cents; per pun.....	12
do { do per hhd., 10 cents; per qr. cask.....	7
Iron (bars) do per ton.....	24
Iron, pig do do	12
Salt, except at the St. Gabriel Sheds do per 100 minots.....	36
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours do per bag.....	$\frac{1}{2}$
Bales, crates, cases, &c. do per ton weight or measurement.....	24
Coals do per chaldron.....	12

Sec. 91. (a.) No charge shall be made for property stored in the sheds of the Lachine Canal Basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f.) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October, 28, 1846.

Flour.

Sec. 92. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c.) Should the flour be kept in the sheds beyond four days at once cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C. May 31, 1856.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of toll shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the harbour of Montreal, and on certain goods herein mentioned; said vessels to be allowed 48 hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

	Mills.
Steamboats measuring 50 tons or upwards, per ton register, per day of 24 hours..	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours.....	4
	Cents.
Steamboats measuring under 50 tons register, each day of 24 hours.....	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours...	20
All vessels measuring less than 25 tons register, per day of 24 hours.....	10
Coal, per chaldron.....	10
Salt, per 100 minots.....	15
Iron of all kinds, per ton weight.....	15
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals.....	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C. June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARFS AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say :—

(a.) Firewood landed on wharfs or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street Bridge and Lock No. 3, four cents per cord,

and for every day the wood is allowed to remain in either the canal or basin, or on the wharfs or banks after the first five days, an additional charge of four cents per cord. O. C. August 7, 1860.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharfs at Lachine and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas under existing regulations for the collection of Canal tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal ;

And whereas vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins ;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal Harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry ;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal Harbour, for the purpose of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section ; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rate per ton shall be charged for wintering vessels in the Lachine Canal, viz. :—

For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter ; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissioners in respect of the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—*Tonnage Dues.*

On steamboats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure.	Per ton register.
	1 cent.
On all other vessels, per day, as aforesaid.	$\frac{1}{2}$ do

Sec. 100.—*Wharfage Dues.*

	Per ton.
All goods, wares and merchandise, not elsewhere specified.	25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes.	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine.	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt.	10 do
Coal and coke, grain and seeds of all kinds.	$7\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1000 ; cordwood, 5 cents per cord ; lumber, 10 cents per 1000 feet, board measure.	
Bullion specie	Free.

Note.

101. (a.) On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section cannot

be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent on the value thereof.

(b.) Each entry shall pay not less than 5 cents.

(c.) All property landed on the wharfs for re-shipment shall only pay one wharfage.

(d.) The ton mentioned in the tariff of wharfage dues shall be 2,000 lbs. weight or 40 cubic feet measurement, according to the bill of lading.

Sec. 102.—*Standard for Estimating Weights.*

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meat, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 do
Sheep.....	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1, 1881.

TOLENS ON FLOATED TIMBER, &C., ENTERING THE BASIN AT LACHINE.

Sec. 103. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal :—

Kinds of Timber.	For receiving Timber, &c., to include use of Basin and Wharf for one Month.	For each succeeding month during the Season of Navigation.	For Wintering in Basin or on Wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35
Timber, round or flattened, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log.....	1	$\frac{1}{2}$	2
Floats, per 100.....	10	5	10
Traverses, per 100.....	10	5	10
Fence posts and rails, per M.....	10	5	10
Staves, barrel, per M.....	8	4	8
do pipe do.....	8	4	8
do West India, per M.....	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharfs in canal basin at Lachine.....	3	3	3

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103 :—"The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880."

Note.

Sec. 104. (a.) No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

In canal basin, Ottawa, steamers per season.....	\$ 8 00
do do barges do.....	4 00
Inside locks do steamers do.....	50 00
do other stations do do.....	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106. (a.) Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly :—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month, the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st of November to the 1st of June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged with winterage dues.

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government canal.

The Committee submit the above recommendation for your Excellency's approval.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the rules and regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the rates of toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

ORDER IN COUNCIL.

27th September, 1890.

On a memorandum dated 25th September, 1890, from the Minister of Railways and Canals, representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of canal enlargement.

The Minister recommends, as this prohibition has entailed the use of tugs and consequently expense to the parties concerned, and upon the advice of the Deputy Head of the Department of Railways and Canals, that all tugs used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the Canal between the lower entrance of the canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval.

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to declare the now completed Tay Canal to be part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and protection of the canals of the Dominion of Canada, made and established by the Order in Council of the 26th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially, and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely :—

From Perth to Smith's Falls, 1 section, or $\frac{1}{4}$ of Rideau Canal rates.

From Perth to Kingston, 2 sections, or $\frac{1}{2}$ Rideau Canal rates.

From Perth to Ottawa Basin, 2 sections, or $\frac{1}{2}$ Rideau Canal rates.

From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.

A portion of a section to be charged as a whole section.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by section 13 of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged, in place of stopping at such wharf, to pass through the two locks at the lower entrance of the canal to another wharf in that town ;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

O. C. 31st October, 1890.

His Excellency, under the authority conferred by him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorize the collection of the following tolls and dues for the use of the dry dock at Bobcaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period.

For Vessels.	Wintering.	Per Day.	Per Week.
	\$	\$	\$
Over 15 tons	30	4	12
15 tons and under	20	3	10

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 4th day of April, 1892.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, having had under consideration the Tariff on Tolls on the Canals of the Dominion and the several Orders in Council, under which a special rate has from time to time been established temporarily on certain food products passing through the Welland Canal, and through the St. Lawrence Canals, for shipment at Montreal and ports east of Montreal, is pleased to order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be, and the same are hereby made to the Tariff of Tolls in force in the said Canals, viz.:—

That a refund be made of a portion of the Canal tolls collected on wheat, Indian corn, pease, barley, rye, oats; flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal in all cases where the said products so carried are exported, and in such cases only.

That this rebate be such as to reduce the tolls to two cents per ton of the said products or any of them, and that the conditions of such refund be the following:—

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transshipment, provided that the place of such transshipment is one within the Dominion of Canada.

That the right to this rebate shall extend to any portions of cargoes lightered at Port Colborne and reshipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario Port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

(Signed) JOHN J. MCGEE,
Clerk, Privy Council.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 18th of May, 1892.

On a memorandum dated 19th April, 1892, from the Minister of Railways and Canals, submitting a memorandum copy herewith, from the proper Officers of the Department of Railways and Canals upon certain objections raised by the Montreal Board of Trade, by forwarders and others to the existing tonnage and wharfage charges on vessels and freight using the basins of the Lachine Canal at Montreal.

From such memorandum, which is of a detailed and explanatory character, it appears that the complaints made are well founded, the complications shown being due to the fact that the various Orders in Council have from time to time been passed, fixing and changing rates and charges to meet particular cases as they arose; and pending a general revision of the whole matter of Canal regulations, tolls and charges which seems to be desirable, it is expedient that the subject of these complaints should be dealt with at once.

The Minister, accordingly, on the advice of the Canal Revenue Officers, endorsed by the Superintending Engineer of the Lachine Canal, and the Deputy Head of the Department of Railways and Canals, recommends the adoption of the following :—

1st. The cancellation of Section No. 93 of Consolidated Orders in Council on the 26th October, 1889, Chapter 115, and the substitution therefor of the following :—

Wharfage Dues on Coal for local consumption in Montreal.

Section 93. Coal for local consumption in Montreal, landed on Canal property between Montreal Harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of 5 cents a ton.

Coal screenings shall be charged 3 cents a ton.

2nd. The cancellations of sections Nos. 98, 99, 100, 101, and the substitution of the following :

Wharfage Dues in all basins of the Lachine Canal on Sea-going vessels.

Section 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basin of said canal and of the revenue that may be derived from their use.

All property delivered or received by sea-going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows :—

All goods, wares and merchandise not elsewhere specified	25 cents per ton.
Hay, straw, pig and scrap iron, pot and pearl ashes	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt, coal and coke, grain and seeds of all kinds	7½ do
Special—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie	Free.
Coal screenings	3 do

Each entry shall pay not less than 5 cents.

All property landed on the canal wharfs for re-shipment, or transhipped in canal waters, shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal, and which is re-shipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz., 3½ cents per 1,000 feet board measure.

The Committee submit the above recommendation for Your Excellency's approval.

(Signed) JOHN J. MCGEE,
Clerk, Privy Council.

To the Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 6th day of June, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 29th day of April, 1891, under which, in the case of steamers specially chartered for the conveyance of excursion parties, going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, and excursion parties leaving St. Catharines for Toronto or Hamilton, shall be, and the same are hereby continued in force for the present season of navigation only.

(Signed) JOHN J. MCGEE,
Clerk, Privy Council.

The Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 15th day of July, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Whereas, by a clause of the Order in Council of the 4th April, 1892, respecting the rebate to be allowed on certain food products traversing the Welland and St. Lawrence Canals bound for Montreal or some port east of Montreal for exportation, it was provided that the right to such rebate should extend to shipments of the said products made "from any Canadian Lake Ontario Port," this provision being taken from the Order in Council of the 29th April, 1891 ;

And whereas it was not intended that the restriction in favour of Canadian Lake Ontario ports, should be continued ;

His Excellency, under the provisions of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the said Order in Council of the 4th April, 1892, shall be and the same is hereby amended by the omission of the word " Canadian " from the clause in question ; and that such amendment shall have force and effect from the 4th day of April last.

(Signed) JOHN J. MCGEE,
Clerk, Privy Council.

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 19th day of July, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Whereas application has been made for the extension to the Trent Valley Canals of the concession of reduced passenger rates for excursion parties now enjoyed on the Lachine and Welland Canal under an Order in Council of the 6th of June, 1892.

His Excellency, under the provisions of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that for the present season of navigation only, steamers specially chartered for the conveyance of excursion parties going and returning the same day, one-half of the usual passenger tolls shall be charged for passage through the Trent Valley Canals.

(Signed) JOHN J. MCGEE,
Clerk, Privy Council.

The Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

TUESDAY, the 2nd day of August, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 6th June, 1892, reducing by one-half the usual passenger tolls on the Lachine Canal (such reduction applying to cases where excursion parties are conveyed in steamers specially chartered for that purpose, going and returning the same day), shall be, and the same are hereby extended to the Beauharnois Canal for the present season of navigation only.

(Signed) JOSEPH POPE,
Asst. Clerk, Privy Council.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 14th day of October, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to prescribe the following scale of charges for vessels

wintering on the Ottawa River Canals and Locks, and the same is hereby prescribed accordingly, namely :—

In Carillon Canal, Steamers per season.....	\$ 8 00
Barges.....	4 00
Grenville Canal, Steamers, for season.....	8 00
Barges.....	4 00
Inside Locks, Ste. Anne, Carillon and Grenville Canals, Steamers, per season.....	25 00
Inside locks, Culbute Canal, per season.....	15 00

Such security against damage by fire to be taken by way of bond as, in the opinion of the Minister of Railways and Canals, may seem desirable.

(Signed)

JOHN J. MCGEE,
Clerk of the Privy Council.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 2nd November, 1892.

On a memorandum dated 28th October, 1892, from the Minister of Railways and Canals, representing that he is in receipt of a letter from the manager of the Collins' Bay Rafting and Forwarding Co., of which the following is a copy :—

“ COLLINS' BAY, 19th September, 1892.

“ To the Minister of Railways and Canals,
“ Ottawa, Ont.

“ DEAR SIR,—I am in receipt of a communication from Robert Rae, Esq., Commodore of 'The Yacht Club of Chicago,' with reference to the bringing of a large number of yachts through the canals next season to attend the World's Fair in Chicago, and he suggests that your Government should make the canals for all yachts from abroad free for the round trip, and asks me to lay the matter before your department with that end in view. It is understood that 'The Ocean Racing Yacht Club,' 'The International Yacht Club of England' will attend, provided their way is made easy to Chicago. The Danish, Russian, German, French, Italian and Greek Yacht Clubs have been invited, but before accepting will require information on the subject of the way of getting from Montreal to Chicago and the cost thereof. It is proposed by the Royal Yacht Club that there be an Ocean race across to Montreal, and afterwards for the fleet to rendezvous at Mackinac to meet the Canadian and American yachts from there to race to Chicago for a prize to be given by the American Yacht Clubs.

“ If your Government should decide to accede to this proposition and give public notice to that effect or advise me I will forward same to the President of the Yacht Club of Chicago.

“ Yours truly,

“ Collins' Bay Rafting and Forwarding Co. (Ltd.)

(Signed)

“ Per A. LEGER, JUN.,
“ *Manager.*”

The Minister in view of the interests attaching to the projected scheme, recommends that the courtesy of free passage through the Dominion canals to be extended to all pleasure yachts attending the Chicago Exhibition in 1893, and that he be authorized to inform the company accordingly in reply to their letter.

The committee submit the above recommendation for Your Excellency's approval.

(Signed)

JOHN J. MCGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

APPENDIX No. 24.

Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1893, compiled by Mr. Thomas Ridout, C.E., from sworn Returns furnished by the several Railway Companies.

COLLINGWOOD SCHREIBER,
Chief Engineer Railways and Canals.

TABLE showing the growth of Railways in Canada, from year to year, since the opening of the first line in 1837.

Year.	Miles in Operation.	Year.	Miles in Operation.
1836.	0	1865.	2,145
1837.	16	1866.	2,150
1838.	16	1867.	2,258
1839.	16	1868.	2,269
1840.	16	1869.	2,497
1841.	16	1870.	2,497
1842.	16	1871.	2,497
1843.	16	1872.	2,508
1844.	16	1873.	2,638
1845.		1874.	2,642
1846.		1875.	4,826
1847.	59	1876.	5,157
1848.	59	1877.	5,574
1849.	59	1878.	6,143
1850.	71	1879.	6,484
1851.	93	1880.	6,891
1852.	212	1881.	7,260
1853.	423	1882.	7,530
1854.	657	1883.	8,806
1855.	855	1884.	9,576
1856.	1,296	1885.	10,149
1857.	1,428	1886.	10,697
1858.	1,654	1887.	11,691
1859.	1,997	1888.	12,162
1860.	2,087	1889.	12,628
1861.	2,087	1890.	13,256
1862.	2,110	1891.	14,009
1863.	2,110	1892.	14,588
1864.	2,145	1893.	15,020

Summary for the year ended 30th June, 1893 :—

Miles of railway completed (track laid).....	15,320
do sidings.....	2,012
do iron rails in main line	437
do steel do	14,883
Capital paid (including the four following items).....	\$872,156,475
Government bonuses paid.....	153,523,816
do loans paid.....	21,619,149
do subscriptions to shares paid.....	300,000
Municipal aid paid.....	14,017,957
Miles in operation	15,020
Earnings	\$52,042,397
Working expenses	36,616,033
Net earnings	15,426,364
Passengers carried	13,618,027
Freight carried (tons).....	22,003,599
Train mileage.....	44,385,953
Passengers killed.....	11
Number of elevators	53
do guarded level crossings.....	139
do unguarded do	9,552
do overhead bridges.....	401
do level crossings of other railways.....	208
do junctions do	304
do do branch lines.....	216
do engines owned.....	1,937
do do hired	17
do sleepers and parlour cars owned.....	155
do do do hired.....	6
do first class cars owned.....	949
do do hired.....	28
do second class and immigrant cars owned.....	662
do do do hired.....	2
do baggage mail and express cars owned	601
do do do hired.....	9
do cattle and box cars owned	33,795
do do do hired	1,946
do platform cars owned.....	15,545
do do hired.....	174
do coal and dump cars owned	3,330
do do do hired.....	125

NOMINAL CAPITAL PAID.

	Miles constructed.	Amount.	Per Mile.
		\$ cts.	\$ cts.
Ordinary share capital	15,320	253,029,728 41	16,516 30
Preference do	15,320	118,847,568 72	7,757 57
Bonded debt	15,320	307,225,888 03	20,063 91
Aid from Dominion Government	15,320	147,212,609 70	9,609 18
do Ontario do	6,210	6,391,932 74	1,029 30
do Quebec do	2,916	12,630,409 62	4,331 42
do New Brunswick Government	1,378	4,425,281 81	3,211 38
do Nova Scotia Government	831	2,121,944 55	2,553 48
do Prince Edward Island Government	211		
do Manitoba Government	1,470	2,623,286 77	1,784 55
do British Columbia Government	749	37,500 00	50 07
do North-west Territories Government	1,555		
do Municipalities in Ontario	6,210	10,286,453 37	1,663 21
do do Quebec	2,916	2,544,218 62	872 50
do do New Brunswick	1,378	296,500 00	215 16
do do Nova Scotia	831	277,685 00	334 16
do do Prince Edward Island	211		
do do Manitoba	1,470	595,600 00	405 17
do do British Columbia	749	37,500 00	50 07
do do North-west Territories	1,555		
Capital from other sources	15,320	3,592,378 13	234 49
Total paid Capital	15,320	872,156,475 47	56,929 27

Equal to an average of \$1,842.71 per mile on total mileage.

GOVERNMENT and Municipal Loans, Bonuses, &c., promised to Railways completed and under construction:—

	Amount.
Dominion Government	\$150,955,008 37
Ontario do	6,925,432 74
Quebec do	15,880,051 61
New Brunswick Government	4,633,281 81
Nova Scotia do	2,363,744 55
Manitoba do	2,624,336 77
British Columbia do	37,500 00
Municipalities in Ontario	10,450,750 78
do Quebec	4,323,174 00
do New Brunswick	316,500 00
do Nova Scotia	289,685 00
do Manitoba	595,600 00
do British Columbia	37,500 00
do North-west Territories	25,000 00
	\$199,457,565 63

FATAL ACCIDENTS.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	2	21	5	28
Getting on, or off, trains in motion	5	6	15	26
At work making up trains		3		3
Putting arms or heads out of windows				
Coupling cars		9		9
Collisions or derailments	3	8	3	14
Walking or being on track		12	87	99
Explosions				
Striking bridges				
Other causes	1	13	23	37
Totals	11	72	133	216

LAND GRANTS made by Governments to Railways, completed and under construction.

Name of Railway.	Government.	Acres Granted.	Acres Sold.	Amount Realized.
				\$
Alberta Railway and Coal Co	Dominion	1,409,180	835,248	1,101,733
Calgary and Edmonton	do	2,176,000	1,481,046	*
Canadian Pacific	do	26,568,000	3,796,489	11,758,517
do	do		Town sites net proceeds	1,328,951
Esquimalt and Nanaimo	do	1,900,000	243,450	758,098
Great North-west Central	do	2,880,000		
Manitoba and North-western	do	3,046,400	584,412	954,733
Manitoba and South-eastern	do	704,000		
Manitoba and South-western Colonization	do	1,396,800	295,196	1,251,436
Qu'Appelle, Long Lake and Saskatchewan	do	2,220,800	1,126,230	*
Winnipeg and Hudson Bay	do	8,580,000		
Wood Mountain and Qu'Appelle	do	1,536,000		
Great Northern	Quebec	330,000		
Lake Temiscamingue Colonization	do	250,000		
Lower Laurentian	do	480,000		
Montfort Colonization	do	210,000		
Montreal and Western	do	350,000		
Ottawa and Gatineau Valley	do	658,000		
Quebec and Lake St. John	do	1,840,000		
Western Counties, now Yarmouth and Annapolis	Nova Scotia	150,000		
Columbia and Kootenay	British Columbia	200,000	Town sites	57,212

* After repeated efforts to obtain a statement of the amounts realized from the sale of these lands, up to date of going to press (12th March, 1894), the companies have failed to give the information—the Return, therefore, in this respect is incomplete.

TABLE showing Locations of the Railways of the Dominion of Canada, 30th June, 1893.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Coal Co....	Late North-western Coal and Navigation Co—From Dunmore, on C.P.R., westerly to colliery at Lethbridge, and from Lethbridge to Coutts, on International boundary.....		174·12
Albert Southern	Harvey Branch Junction to Alma.....		16·00
Baie des Chaleurs	Metapedia to Paapebiac (80 miles completed).....		100·00
Bay of Quinté and Navigation Co.....	Deseronto, on Bay of Quinté, Lake Ontario to Deseronto Junction, Grand Trunk Railway.....		4·00
Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo).....	Brantford, Ont., to Waterford, Ont.....		17·00
Buctouche and Moncton.....	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32·00
Brockville, Westport and Sault Ste. Marie.....	Brockville to Westport, Ont.....		45·00
Calgary and Edmonton.....	Calgary to Edmonton	190·97	
	do McLeod	104·10	
			295·07
Canada Atlantic.....	City of Ottawa to Junction with Grand Trunk at Lacolle. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle.....		138·00
Central Counties	From Glen Robertson, on Canada Atlantic to Hawkesbury, Ont.....		21·00
Canada Southern.....	Main Line—Windsor to Suspension Bridge.....	226·18	
	Amherstburg Branch—Essex Centre to Amherstburg.....	15·70	
	St. Clair Branch—St. Clair Junction to Courtright.....	62·63	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Fort Erie to Niagara.....	30·60	
	Oil Springs Branch—Oil Springs to Oil City.....	5·50	
	Sarnia, Chatham and Erie—Oil City to Petrolia.....	7·00	
	Leamington and St. Clair—Comber to Leamington.....	13·80	
			378·91
Canada Eastern.....	Late Northern and Western of New Brunswick—Gibson to Chatham Junction, I.C.R.....	107·00	
	Blackville to Indian town	9·00	
	Chatham to Chatham Junction	11·00	
			127·00
Canadian Pacific : Owned	Main Line—Montreal to Vancouver.....	2,904·80	
	do Quebec to St. Martin's Junction	159·80	
(Formerly North Shore Ry.)...	Branch—Grand Piles Junction to Grand Piles.....	26·90	
	do Berthier Junction to Berthier.....	2·00	
	do Joliette do St. Felix	16·80	
	do Ste. Thérèse Junction to St. Jérôme.....	13·60	
	do do do St. Eustache.....	6·00	
	do St. Lin Junction to St. Lin.....	15·00	
	do Buckingham to Buckingham Village	4·20	
	do Hull to Aylmer.....	7·50	
	do Carleton Junction to Brockville.....	45·00	
	do Sudbury to Copper Mines.....	5·00	
	do do Sault Ste. Marie.....	182·50	
	do Winnipeg Junction to Emerson	64·50	
	do Winnipeg to Manitou	100·10	
	do Rosenfeldt to Gretna.....	13·70	
	do Winnipeg to West Selkirk.....	22·50	
	do do Stonewall	18·00	
	do Kenmay to Estevan.....	156·20	
	do Glenboro' to Souris	45·70	
	do Deloraine to Napinka.....	18·60	
	do Monteith Junction to Reston.....	31·30	
	do New Westminster Junction to New Westminster	8·20	
	do Mission Junction to Mission.....	10·10	
	do Vancouver to Coal Harbour.....	1·20	
	Total mileage owned.....	3,879·20	

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued.			
Leased lines.....	Atlantic and North-west (in Canada)—		
	South end Lachine Bridge to Maine bound-		
	ary, Que	182 50	
	Renfrew to Eganville, Ont.	22 50	
			205 00
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont.	51 80	
	Chaudiere Junction to Sussex st., Ottawa .	6 60	
			58 40
	Ontario and Quebec—		
	Mile End Junction to South End Lachine		
	Bridge	9 10	
	Montreal, Windsor st., to Toronto	339 00	
	London to Windsor	112 50	
	Toronto Junction to Strachan avenue . . .	3 20	
			463 80
	Credit Valley—		
	Toronto Junction to St. Thomas	116 10	
	Streetsville Junction to Melville Junction.	31 50	
	Cataract to Elora	27 30	
			175 10
	West Ontario Pacific—London to Woodstock .		26 60
	Toronto, Grey and Bruce—		
	Toronto Junction to Owen Sound	116 90	
	Orangeville Junction to Teeswater	69 40	
	Glenannan to Wingham	5 00	
			191 30
	Guelph Junction—		
	Guelph Junction on Credit Valley Ry. to Guelph.		15 00
	Montreal and Ottawa—		
	Vaudreuil to Point Fortune, Que.		23 60
	Montreal and Western—		
	St. Jérôme to Ste. Agathe		30 40
	Montreal and Lake Maskinonge—		
	St. Félix to St. Gabriel de Brandon . . .		13 00
	St. John and Maine—		
	Carleton, N. B., to Vanceboro		91 80
	New Brunswick Railway (in Canada)—		
	Gibson to Woodstock	62 90	
	Newbury Junction to Edmundston	105 50	
	Aroostook Junction to Boundary	5 00	
	Fairville to St. John	2 30	
			175 70
	New Brunswick and Canada Ry. (in Canada)—		
	McAdam Junction to St. Stephen	33 90	
	Watt do St. Andrew's	27 50	
	McAdam do Woodstock	50 80	
	Debec do Maine boundary	5 00	
			117 20
	Fredericton Railway—		
	Fredericton Junction to Fredericton		22 10
	Manitoba South-western Colonization—		
	Manitou to Deloraine	101 00	
	Winnipeg to Glenboro	104 20	
	Elm Creek to Barnsley	12 60	
			217 80
	Columbia and Kootenay—Robson to Nelson—		
	Kootenay Lake to Columbia River		27 70
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake		
	Okanagon		51 00
	Total mileage leased		1,905 50
	do owned		3,879 20
	do operated		5,784 70

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Government Railways.	Intercolonial—		
	Halifax to Lévis	675 00	
	Moncton to St. John	89 00	
	Truro to Stellarton	44 00	
	Stellarton to Mulgrave	82 00	
	Stellarton to Pictou	14 00	
	Pt. Tupper to Sydney	91 00	
	New Glasgow to Pictou Landing	8 00	
	Painsec to Pte. du Chêne	11 00	
	Branch to North Sydney	5 00	
	do Dalhousie	7 00	
	do St. Charles	25 00	
	do Dartmouth	4 00	
	do Indiantown	14 00	
	do Oxford Junction to Brown's Pt.	67 00	
	do Pugwash	5 00	
		1,141 00	
	Prince Edward Island—		
	Main Line—Alberton to Georgetown	147 00	
	Branch—Mount Stewart to Souris	38 40	
	do Alberton to Tignish	13 10	
	do County Line to Cape Traverse	12 10	
		210 60	
Caraguet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		1,351 60
			68 00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.)		13 00
Central Ontario	From Picton, in Prince Edward County, Ont., to Coe Hill Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon		104 00
Central Railways of New Brunswick	From Norton Station, on the Intercolonial Railway, to Chipman	44 66	
	From Hampton to Quaco (formerly St. Martin's and Upham Railway)	30 00	
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')			74 66
	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy	32 00	
	Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch I. C. R.	14 00	
			46 00
Drummond County	Ste. Rosalie, Que., junction with Grand Trunk Railway, to Ball's Wharf on River St. Lawrence, connects with Canadian Pacific Railway at Drummondville		62 81
Elgin, Petitoodiac and Havelock	From Elgin, County of Albert, N.B., to Petitoodiac Junction with Intercolonial Railway; thence to Havelock, in County of King's		27 50
Erie and Huron	Rondeau, Lake Erie, Ont., to Sarnia, passing through the Town of Chatham, Ont., connects with Canada Southern and Great Western and Lake Erie and Detroit River Railways		76 75

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Esquimalt and Nanaimo.	Victoria to Wellington, Island of Vancouver		78 00
Fredericton and St. Mary's Rail- way Bridge.	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway and Canada Eastern Railway at St. Mary's		2 10
Grand Trunk (owned)— Main Line.	From Point Edward to Point Lévis and Boundary Line, Vermont. From Niagara Falls to Windsor.	719 75 229 50	949 25
Branches	Connections at Toronto with G. W. and N., and N. W. Montreal to Dorval. Sarnia Extension—Point Edward to Sarnia. Montreal Landing to Wharves. Arthabaska to Doucet's Landing. Kingston—Main Line to Kingston City Waterloo and Berlin to Galt St. Mary's to London St. Lambert to Boundary Line, N. Y., and St. Isidore to Province Line Blackwell to St. Clair Tunnel Port Dover to Warton, Durham and Port Rowan. Brosses to Dundee and Valleyfield. Jacques Cartier to Canadian Pacific Junction. Waterloo to Elmira Belleville to Midland Lindsay to Scarboro' Junction. do Haliburton. Whitby to Manilla. Lakefield Junction to Lakefield North Hastings Junction to Eldorado. Blackwater to Cobocook Madoc to Bridgewater Port Hope to Omamee Millbrook to Peterboro'. Stouffville to Lake Simcoe Peterboro' to Chemong Lake Coldwater to Parker's Hill. Connection, Merriton do Stoney Creek. Loop Gauges (N. and N. W). Hamilton to Toronto Loop—Junction Cut—Toronto Branch Connection, Burlington do East do do do West. Harrisburg to Guelph. Connection do (W. G. and B.) Harrisburg to Brantford Brantford Branch Junction with G. T. Komoka to Sarnia Wyoming to Petrolia Fort Erie to Glenoe Connection, Welland Junction, East do do do West. do Canfield Junction. do Simcoe (G. B. & L. E.) East Y, St. Thomas Allanburg to Clifton Junction Port Colborne to Port Dalhousie. Glenoe to Kinscourt Junction. Guelph to Southampton Palmerstone to Kincardine. do connection Hyde Park to Wingham Junction.	4 75 10 25 3 00 0 75 35 25 2 25 14 50 22 00 65 50 5 00 189 75 81 25 6 50 10 00 164 00 60 25 54 25 33 75 11 75 22 25 36 25 8 75 32 00 12 25 26 50 8 25 9 00 0 17 2 08 0 48 36 64 0 36 0 13 0 21 27 18 0 11 7 76 0 13 50 85 4 71 145 55 0 26 0 50 0 19 0 24 0 32 8 33 25 14 21 04 101 26 66 67 0 20 68 88	

TABLE showing location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Grand Trunk— Branches—Con.	Connection, Clinton Junction	0·13	
	Brantford Loop Line	94·78	
	Toronto Belt, Swansea to Carleton	4·37	
	do Don to Fairbank Junction	8·33	
	Toronto to Gravenhurst	111·60	
	Allandale to Collingwood	31·76	
	Hamilton to Allandale	93·82	
	do to Port Dover	40·25	
	Collingwood to Meaford	20·50	
	Elmvale to Hillsdale	8·28	
	Beeton Junction to Collingwood	39·83	
	Gravenhurst to Nipissing Junction with C. P. R.	111·37	
	Colwell to Penetanguishene	33·34	
	Cobourg to Harwood	15·00	
	Blairton to Junction with Canadian Pacific Ry	3·00	
			2055·50
	Total owned		3004·75
	Leased and partly owned— Buffalo and Lake Huron, Fort Erie to Goderich		162·00
	Leased or rented— Wharf Branch, Montreal		1·75
	Total miles operated		3168·50
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan		2·23
Great Eastern	Length of tunnels between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches.		
	Constructed from junction with South-eastern Railway at Yamaska to River St. Francis	6·00	
	Constructed from Nicolet to Junction with Grand Trunk Railway at St. Grégoire	7·00	
			13·00
Montreal and Sorel	From junction with Grand Trunk Railway at St. Lambert to Armstrong opposite to Sorel		44·67
Great Northern	Constructed from St. Jérôme to Ste. Julienne		18·00
Great North-west Central	Constructed from junction with C. P. R. at Chater, westward to Hamiota		50·93
Hereford	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, and with Quebec Central at Dudswell ..	48·20	
	Dudswell to Lime Quarries (Dominion Lime Company) ..	4·80	
			53·00
Irondale, Bancroft and Ottawa	Constructed from junction with Grand Trunk Railway near Kinmount Station towards Bancroft		15·00
Joggins, now Canada Coals and Railway Co.	Macan Station, I.C.R., to Joggins Mine		12·00
Kent Northern	Richibucto, N.B., to Intercolonial Railway	27·00	
	Richibucto to St. Louis	7·00	
			34·00
Kingston and Pembroke	Main Line—Kingston to Pembroke	103·00	
	Glendon Branch—Bedford to Zanesville	4·00	
	Robertsville Branch—To Robertsville Mines	1·00	
	Branches—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethune's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills	4·75	
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)		112·75

TABLE showing Locations of Railways, &c.—Continued.

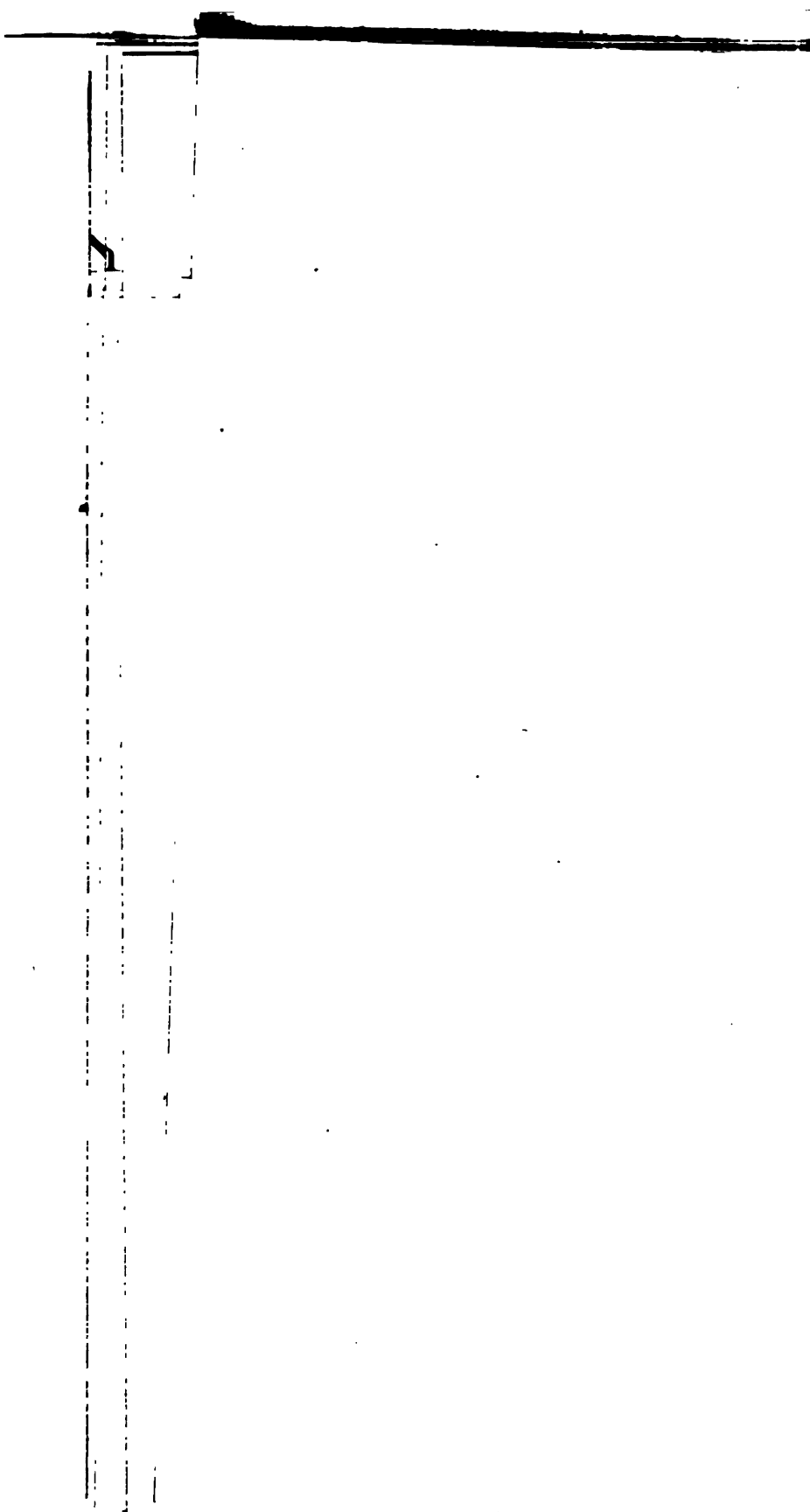
Name of Railway.	Description.	Distance.	
		Miles.	Total.
Kingston, Napanee and Western.	Late Napanee, Tamworth and Quebec:— Napanee to Tamworth.....	28 50	
	Yarker to Harrowsmith.....	7 00	
	Tamworth to Tweed.....	20 95	
			56 45
Lotbinière and Megantic.....	Lyster Station, Grand Trunk, towards St. Jean Des- Chailons.....		15 00
	11 miles constructed.....		
L'Assomption.....	L'Epiphanie Station, C.P.R., to L'Assomption.....		3 00
Lake Erie, Essex and Detroit River.....	From Walkerton, Ont., on G.T.R., to Ridgetown.....	84 05	
	Branch—Foster's to Decew's Mills.....	4 00	
Lake Temiscamingue Colonization Railway.....	Between Mattawa and head of Lake Kippewa, in several sections.....		88 05
London and Port Stanley.....	London to Port Stanley, on Lake Erie.....		15 50
Lower Laurentian (formerly St. Lawrence, Lower Laurentian and Saguenay).....	From St. Tite, on C.P.R., to Rivière à Pierre, on Quebec and Lake St. John Railway.....		23 84
			39 50
Manitoba and North-western ...	Portage la Prairie to Yorkton.....	223 05	
	Shell River Branch.....	11 45	
	Leased—Saskatchewan and Western—Minnedosa to Rapid City	15 47	
			249 97
Manitoba and South-eastern. ...	From Winnipeg south-easterly to west side of Lake of the Woods; 8 miles under construction.....		110 00
Montfort Colonization.....	From junction with Montreal and Western near St. Sauveur to Montfort, 10 miles under construction..		21 00
Massawippi Valley.....	From Lennoxville to Vermont boundary, there con- necting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville.....	32 00	
	Branch—Stanstead Junction to Stanstead	2 00	
			34 00
Montreal and Vermont Junction.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway.....		23 60
Montreal, Portland and Boston..	Junction with Grand Trunk at St. Lambert to Farnham Marieville to St. Césaire	32 00 8 60	
			40 60
New Glasgow Iron, Coal and Rail- way Company.....	From Ferrona Junction, I.C.R., to Sunny Brae		12 50
New Brunswick and Prince Ed- ward Island	From Sackville Station, Intercolonial Railway, to Cape Tormentine.....		36 00
Niagara Falls Park and River Electric Railway.....	Queenston to Chippewa.....		11 85
Northern Pacific and Manitoba..	Winnipeg to International boundary.....	65 30	
	Winnipeg to Portage la Prairie... ..	52 50	
	Morris to Brandon.....	145 50	
	Connection with C.P.R. at Winnipeg	1 20	
			264 50
Nosbonsing and Nipissing.....	From Lake Nosbonsing to Lake Nipissing.....		5 50
Nova Scotia Central.....	From Middleton, on the Windsor and Annapolis Railway, to town of Lunenburg, on the Atlantic Coast, N.S.....		74 00
Orford Mountain.....	Eastman, on C.P.R., to Kingsbury, Que.....		26 50
Ottawa and Gatineau Valley.....	Canadian Pacific Railway Station at Hull, Que., to Venosta.....		40 00
Ottawa, Arnprior and Parry Sound.....	Ottawa to Arnprior		35 00

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Ottawa Valley.....	Lachute, on C.P.R., to St. Andrews on Ottawa River.....		7 00
Parry Sound Colonization..	From Scotia, on Northern and Pacific Junction Railway to Eginton.....		30 00
Pontiac and Renfrew.....	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Mines, County Pontiac, Que.....		4 25
Pontiac Pacific Junction.....	From Junction with Canadian Pacific Railway at Aylmer, Que., to Pembroke, Ont.....		85 00
	(Rails laid on 71 miles from Aylmer and 61 miles in operation.)		
Port Arthur, Duluth and Western	Port Arthur to International boundary.....		85 50
	(Connects with C. P. R. at Port Arthur, and Fort William.)		
Qu'Appelle, Long Lake and Saskatchewan.....	From Canadian Pacific Railway at Regina, north-westerly to Long Lake and Prince Albert.....		254 00
Quebec and Lake St. John.....	Quebec to Roberval.....	191 00	
	Chambord Junction to Chicoutimi.....	51 00	242 00
Quebec Central.....	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.....	137 50	
	Chaudière Branch—Beauce Junction to St. Francis.....	15 00	
	Angus Branch—East Angus to Angus Mills.....	1 00	153 50
	(Connects with Grand Trunk, Passumpsic and C.P.R. at Sherbrooke.)		
Quebec, Montmorency and Charlevoix.....	Hedleyville, Parish of St. Roch, Quebec, to Ste. Anne de Beupré.....		21 00
Stanstead, Shefford and Chambly.	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.....		43 00
Shore Line (formerly Grand Southern).....	St. John to St. Stephen, N.B.....		82 50
Stewiacke Valley and Lansdowne	Graham's Siding, Intercolonial Railway, to Upper Stewiacke, thence to Lansdowne (10 miles under construction).....		37 00
South-eastern.....	Main Line—West Farnham to Richford on International Boundary.....	33 80	
	Northern Division—Sutton Junction to Sorel.....	95 50	
	Between Newport and Richford—Part of Line in Canada.....	10 80	
	Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume.....	61 40	201 50
	(Connects with Connecticut and Passumpsic Railway, Grand Trunk and Stanstead, Shefford and Chambly.)		
St. Catharines and Niagara Central.....	St. Catharines, Ont., to Niagara Falls.....		12 35
St. John Bridge and Railway Extension.....	From St. John to Fairville, crossing St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R.....		1 75
St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B. (6 miles under construction).....		66 00
Salisbury and Harvey (formerly Albert Railway).....	Salisbury to Albert, N.B.....	45 00	
	Branches to Mills.....	1 75	
	Hillboro' to Gray's Island.....	1 00	
	Albert to Prescott.....	1 00	
	Stony Creek to Manganese Mine.....	1 25	50 00
Harvey Branch.....	Albert to Harvey Bank, N.B.....		3 00
St. Lawrence and Adirondack.....	From Junction with Canada Atlantic near Valleyfield to International Boundary.....		20 31
Thousand Islands.....	Gananoque to Gananoque Station, G.T.R.....		4 08

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Témiscouata.....	Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway.....	81·00	113·00
	Branch--Edmundston to Connors, on St. John River.	32·00	
Tobique Valley.....	From Perth Centre on C.P.R. to Plaster Rock, N.B.		28·00
United Counties.....	St. Hyacinthe to St. Angèle, Que.		20·00
Western Counties (now Yarmouth and Annapolis).....	Yarmouth to Annapolis, N.S.		87·00
Windsor and Annapolis.....	Windsor to Annapolis, N.S.	84·00	133·50
	Branches—		
	Wilmot to Forbrook.....	3·50	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway).....	14·00	
Leased Line.....	Windsor Branch--Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax.....	32·00	110·00
Wood Mountain and Qu'Appelle.	From Canadian Pacific Railway, near Qu'Appelle Station, to Fort Qu'Appelle, thence north-easterly (17 miles under construction).....		
Winnipeg and Hudson Bay.....	Winnipeg to Port Nelson on Hudson Bay.. (Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba.)		650·00



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SUMMARY STATEMENTS
RELATING TO CHARACTERISTICS OF ROADS, ROLLING STOCK,
MILEAGE, FREIGHT CARRIED, EARNINGS
AND ACCIDENTS.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
		Miles.	Miles.	Miles.	Miles.	Miles.	Lbs.	Lbs.
1	Alberta Railway and Coal Co.	174.12			174.12	12.31		28 to 35
2	Albert Southern.	16.00			16.00	.38		56
3	Baie des Chaleurs.	80.00			80.00	7.00		56
4	Bay of Quinté Railway and Nav- igation Co. 4.00	60.45	4.50		60.45	7.00		56
5	Kingston, Napanee & Western 56.45							
5	Brockville, Westport and Sault Ste. Marie.	45.00			45.00	1.80		56
6	Buctouche and Moncton	32.00			32.00	2.00		56
7	Calgary and Edmonton.	296.07			296.07	9.38		56
8	Canada Atlantic. 138.00	159.00			159.00	45.00		56 & 72
	Central Counties. 21.00							56
9	Canada Eastern.	127.00			127.00	6.00		56 & 60
10	*Canada Southern.	378.91			378.91	150.29		60 to 80
11	Canadian Government Railways—							
	+Intercolonial.	1141.00			1141.00	148.00		56, 57½, 67
	Prince Edward Island.	210.60		118.60	92.00	15.71	38	50 to 52
12	Canadian Pacific Railway ... 3879.20							
	Leased lines—							
	Atlantic and North-west. ... 205.00							
	Ontario and Quebec. 463.80							
	Credit Valley. 175.10							
	West Ontario Pacific. 26.60							
	Toronto, Grey and Bruce. ... 191.30							
	Guelph Junction. 15.00							
	St. Lawrence and Ottawa. ... 58.40							
	Montreal and Ottawa. 23.60							
	Montreal and Western. 30.40	5784.70	39.60	48.00	5736.70	675.13	56	52 to 72
	Montreal and Lake Maskin- ongé. 13.00							
	New Brunswick. 175.70							
	New Brunswick and Canada. 117.20							
	St. John and Maine. 91.80							
	Fredericton. 22.10							
	Manitoba and South-west- ern Colonization. 217.80							
	Columbia and Kootenay. 27.70							
	Shuswap and Okanagan. ... 51.00							
13	Caraquet.	68.00			68.00	3.25		50
14	Carillon and Grenville.	13.00		13.00		.25	65	
15	Central Ontario.	104.00			104.00	11.00		42 & 56
16	Central of New Brunswick. ...	74.66			74.66	2.50		52 & 56
17	Cumberland Railway and Coal Co.	46.00			46.00	10.00		56 & 67
18	Drummond County.	62.81			62.81	3.20		56 & 60
19	Elgin, Petibodiad and Havelock. ...	27.50			27.50	2.00		56
20	Erie and Huron.	76.75			76.75	4.70		54 & 56
21	Esquimalt and Nanaimo.	78.00			78.00	2.00		50 & 54
22	Fredericton and St. Mary's Railway and Bridge Co.	2.10			2.10	.12		56
23	§Grand Trunk. 884.25							
	Great Western. 561.80							
	Brantford, Norfolk and Port Burwell. 34.78							
	Buffalo and Lake Huron. 162.00							
	Grand Trunk, Georgian Bay and Lake Erie. 172.75							

* 95.21 miles of double track.

+ 1½ miles of double track.

‡ 13.10 miles of double track.

Roads, &c., for the year ending 30th June, 1893.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.										
						Feet.				Ft.		Ft.	
2640	Plain fishplates.....		10				1	2		573	53 3 0		1
2640	do		11						2	955	120 4 8½		3
2600	do		27	3		22		1		717	67 4 8½		2
3000	do		50	1			1	4		955	90 4 8½		4
2640	Fisher bridge joint.....		35	1				2		717	58 4 8½		5
2640	Plain fishplates.....		18				1	1		955	73 4 8½		6
2600	do and angle bars.....		148					2		1146	53 4 8½		7
3000	do	6	85	3		22	6	4	1	2865	40 4 8½		8
2640	do		20						1	955	53 4 8½		
2640	do and angle bars.....	1	30				1	4	1	955	80 4 8½		9
2800	Joint splice, 4 and 6 bolts nut locks.....	7	379	16		19	17	16	6	913	75 4 8½		10
2640	Angle and plain fishplate.....	1	9	429	29	18½ to 35	6	24	20	694	65 4 8½		11
2640	do		960	2		17½				396	90 3 6		
2640 to 3168	Angle and plain fishplates.....	8	31	2625	74	20 to 24	48	62	51	500	*237 4 8½		12
2600	Plain fishplates.....		12					1		1000	60 4 8½		13
1760	Chairs.....	1	8	1		17				1910	100 5 6		14
2640	Plain fishplates.....		94				3	4		955	105 4 8½		15
2640	do		40					2		955	74 4 8½		16
2600	do		13					1		820	166 4 8½		17
2640	do and angle bars.....		37				1	2	1	717	66 4 8½		18
2000	do		24				1	1		717	90 4 8½		19
2640	do		108				5	6		661	52 4 8½		20
2992	Angle bars		15	2		23				528	80 4 8½		21
.....	Angle and plain fishplates		6					2		1433	50 4 8½		22

§ 404½ miles of double track.

*Temporary.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rail.
		Miles.	Miles.	Miles.	Miles.	Miles.	Lbs.	Lbs.
	Grand Trunk—Con.							
	London, Huron and Bruce..	69·01						
	Waterloo Junction.....	10·25						
	Wellington, Grey and Bruce	168·13						
	Northern.....	172·10						
	North Simcoe.....	33·34						
	Hamilton & North-western..	173·90						
	Northern & Pacific Junction..	111·37						
	Midland.....	182·72						
	Grand Junction.....	85·40						
	Toronto and Nipissing.....	85·00						
	Lake Simcoe Junction.....	26·50						
	Victoria.....	53·25						
	Whitby, Pt. Perry & Lindsay	46·50						
	Cobourg, Blainville & Marmora	18·00						
	Jacques Cartier Union.....	6·50						
	Montreal and Champlain							
	Junction.....	61·75						
	Beauharnois Junction.....	19·50						
	South Norfolk.....	17·00						
	Toronto Belt Line.....	12·70						
24	Great Eastern.....	13·00	15·00		13·00	1·00	56	
25	Great Northern.....	18·00			18·00	1·00		56
26	Great North-west Central..	50·93			50·93	1·99		56
27	Hereford.....	53·00			53·00	5·51		56
28	Irondale, Bancroft and Ottawa.	15·00	5·00		15·00	50		56
29	Joggins (now Canada Coals & Ry. Co.)	12·00			12·00			56
30	Kent Northern.....	34·00		3·50	30·50	3·00	67	56
31	Kingston and Pembroke.....	112·75		9·75	103·00	21·00	50 to 84	56
32	L'Assomption.....	3·00			3·00	25		56
33	Lake Erie and Detroit River..	88·05			88·05	10·00		56
34	Lake Temiscamingue Colonization..	15·50			15·50			30 & 16
35	Lotbinière and Megantic.....		11·00					56
36	Lower Laurentian.....	39·50			39·50	2·50		56
37	London and Port Stanley.....	23·84			23·84	2·47		56
38	Manitoba and North-western..	234·50						
	Saskatchewan and western..	15·47			249·97	23·42		56
39	Manitoba and South-Eastern..		8·00					
40	Massawippi Valley.....	34·00			34·00	2·50		50 & 60
41	Montfort Colonization.....		10·00					
42	Montreal and Sorel.....	44·67			44·67	3·33		56
43	Montreal and Vermont Junction..	23·60			23·60	2·00		72 & 60
44	Montreal, Portland and Boston	40·60			40·60	1·40		56
45	New Brunswick & Prince Edward Island	36·00			36·00	1·50		56
46	New Glasgow Iron, Coal & Railway Co.	12·50			12·50	2·50		56
47	Niagara Falls Park and River (Electric Railway)	11·85			11·85	2·12		56
48	Northern Pacific and Manitoba..	264·50			264·50	28·50		56
49	Nosbonsing and Nipissing.....	5·50			5·50	1·25		56
50	Nova Scotia Central.....	74·00			74·00	2·75		56
51	Orford Mountain.....	26·50			26·50	1·00		56
52	Ottawa and Gatineau Valley.....	40·00	14·00		40·00	1·50		56
53	Ottawa, Arnprior and Parry Sound	35·00			35·00			72
54	Ottawa Valley.....	7·00			7·00	20		56
55	Parry Sound Colonization..	30·00			30·00	1·00		56 & 72
56	Pontiac and Renfrew.....	4·25			4·25	75		56
57	Pontiac Pacific Junction.....	61·00	10·00		61·00	3·00		56

Roads, &c., for the year ended 30th June, 1893—Continued.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.										
						Feet.				Ft.		Ft.	
2640	Plain fishplates and angle bars	12	76	2685	237	15 to 28	62	65	102	1100 *600	53 4 *105	8½	23
2640	Plain fishplates			6			3			2865	26 4	8½	24
2640	do			12			1	2		2292	53 4	8½	25
2640	do	2		24					1	955	60 4	8½	26
2800	do			28			2	3		955	66 4	8½	27
2640	do			4				1		1000	60 4	8½	28
3000	do			4			1	1	1	955	79 4	8½	29
2432	do			8			1	1	1	1000	60 4	8½	30
2640	Plain and angle fishplates			55	3 16½ to 21½		4	4	13	955	79 4	8½	31
2500	Plain fishplates			1				1		955	20 4	8½	32
2700	Angle bars	1		88	1	19½	5	4		1433	53 4	8½	33
	Plain fishplates										3 0		34
2600	do			1				1		819	50 4	8½	35
2640	do			25				2	1	917	105 4	8½	36
	do	1		30	4	20	2	2		955	53 4	8½	37
2700	Plain fishplates and angle bars	17		180				2	2	955	105 4	8½	38
													39
2800	Plain fishplates		1	19	1	19	1	2	1	478	76 4	8½	40
										573	175 3 0		41
2640	Plain fishplates			12			1	2		2292	53 4	8½	42
3000	do			51				2			52 4	8½	43
3000	do and chairs			7			1	2				4 8½	44
2400	do			26				1		1000	66 4	8½	45
2640	do			5				1	1	955	79 4	8½	46
2640	Angle bars			10	2	14 & 22		2		115	360 4	8½	47
2640	Plain fishplates and angle bars	12		265			6	2	2	573	63 4	8½	48
2600	Plain fishplates			1			1	1		955	132 4	8½	49
2640	Angle bars			23	1	21		1		819	80 4	8½	50
2640	Plain fishplates			17				1		955	74 4	8½	51
2640	Angle and plain plates			34						573	106 4	8½	52
2640	Angle bars			26				1		1432	40 4	8½	53
2600	Plain fishplates			3				1		1146	60 4	8½	54
2640	do			8				1		955	55 4	8½	55
2640	do							1		717	106 4	8½	56
2640	Angle bars			47			1	2		1146	53 4	8½	57

* On Branch lines.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.					Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.	Length of Siding.	Iron Rails.	Steel Rails.
		Miles.	Miles.	Miles.	Miles.	Miles.	Lbs.	Lbs.
58	Port Arthur, Duluth and Western.....	85.50			85.50	4.00		56
59	Qu'Appelle, Long Lake & Saskatchewan.....	254.00			254.00	6.86		56
60	Quebec and Lake St. John.....	242.00			242.00	14.00		56 & 60
61	Quebec Central.....	153.50		1.00	152.50	10.75		56 & 70
62	Quebec, Montmorency and Charlevoix.....	21.00			21.00	1.50		56
63	Salisbury and Harvey.....	50.00		43.00	7.00	1.25	60	56
	Harvey Branch.....	3.00			3.00	.20		56
64	Shore Line.....	82.50			82.50	2.50		50
65	Stanstead, Shefford and Chambly.....	43.00		29.00	14.00	5.50	60	60
66	St. Catharines and Niagara Central.....	12.35			12.35	.65		56
67	*St. Clair Tunnel, Yard and Approach.....	2.23			2.23	10.00		100
68	St. John Bridge & Railway Extension Co.....	1.75			1.75			60
69	St. John Valley and Rivière du Loup.....		6.00					
70	St. Lawrence and Adirondack.....	20.31			20.31	.90		72
71	South eastern.....	140.10						
	Lake Champlain and St. Lawrence Junction.....	61.40						
72	Stewiacke Valley and Lansdowne.....	201.50		53.00	148.50	25.50		56 & 72
73	Temiscouata.....		10.00					
74	Thousand Islands.....	113.00			113.00	5.00		56
75	Tobique Valley.....	4.08			4.08	1.00		56
76	Toronto, Hamilton and Buffalo.....	28.00			28.00	0.75		56
77	United Counties.....	17.00			17.00	.75		56
78	Windsor and Annapolis.....	20.00			20.00	.25		56
	Cornwallis Valley.....	87.50						
	Windsor Branch.....	14.00		3.50	130.00	6.00		56 & 60
79	Winnipeg and Hudson Bay.....	32.00			40.00	2.00		56
80	Wood Mountain and Qu'Appelle.....	40.00		17.00				
81	Yarmouth and Annapolis, formerly Western Counties.....	87.00		13.00	74.00	4.50	56	56 & 60
	Total.....	15319.90	150.10	436.85	14883.05	2012.57		

* Length of tunnel, 6,000 feet; inside diameter, 19 feet 10 inches.

Roads, &c., for the year ended 30th June, 1893—*Concluded.*

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpe t Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.										
						Feet.				Ft.		Ft.	
2640	Plain fishplates		5				3	1		573	95 4 8		58
2600	Angle bars		25				1	1		1146	65 4 8		59
2640	Plain fishplates	1	26	3			3	3	2	717	105 4 8		60
2640	do		26				2	5	1	882	76 4 8		61
2640	do		5	1		22		1		1433	42 4 8		62
2600	do		31					2			80 4 8		63
2640	do		2					2		716	53 4 8		
2992	do		15	5		23	3	3		573	85 4 8		64
2400	do		42				3	4		717	60 4 8		65
2640	do		17	3		22	1	2		717	79 4 8		66
	Angle bars										106 4 8		67
2600			1	3				2		1146	80 4 8		68
	Angle bars												69
2640	Plain fishplates.		15				1	2		1433	52 4 8		70
2640 and 3000	Fishplates and angle bars.		194	3	19½	8	9	3	410	86 4 8			71
											4 8		72
2640	Plain fishplates		38				1	2		819	79 4 8		73
3000	do		8					1		660	84 4 8		74
2600	do		19					1		717	78 4 8		75
2700	do		18	1				2		955	40 4 8		76
2640	do		11				2	3		955	52 4 8		77
	do		90	1	32		3	2	955	75 4 8			78
2600	do		6					1	2865	31 4 8			79
													80
2600	Plain fishplates and angle bars.	1	67	3	24		1		600	84 4 8			81
		53	139	9552	401		208	304	216				

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Com- pleted.	Under Con- struction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
		Miles.	Miles.						
1	Alberta Railway and Coal Co.	174.12		18					
2	Albert Southern	16.00		1					
3	Baie des Chaleurs	80.00		4					
4	Bay of Quinté Railway and Navigation Co. 4.00 Kingston, Napanee and Western	60.45	4.50	9					
5	Brockville, Westport and Sault Ste. Marie	45.00		2					
6	Buctouche and Moncton	32.00		2					
7	Calgary and Edmonton	295.07							
8	Canada Atlantic	138.00		21					
	Central Counties	21.00							
9	Canada Eastern	127.00		8					
10	Canada Southern	378.91		117					
11	Canadian Government Railways :— Intercolonial	1,141.00		202		15		5	
	Prince Edward Island	210.60		21					
12	Canadian Pacific	3,879.20							
	<i>Leased lines :—</i>								
	Atlantic and North-west	205.00							
	Ontario and Quebec	463.80							
	Credit Valley	175.10							
	West Ontario Pacific	26.60							
	Toronto, Grey and Bruce	191.30							
	Guelph Junction	15.00							
	St. Lawrence and Ottawa	58.40							
	Montreal and Ottawa	23.60	5,784.70	*593		†122		In fore- going.	
	Montreal and Western	30.40	39.60						
	Montreal and Lake Maskinongé	13.00							
	New Brunswick	175.70							
	New Brunswick and Canada	117.20							
	St. John and Maine	91.80							
	Fredericton	22.10							
	Manitoba and South-western Colonization	217.80							
	Columbia and Kootenay	27.70							
	Shuswap and Okanagan	51.00							
13	Caraquet	68.00		3					
14	Carillon and Grenville	13.00		2					
15	Central Ontario	104.00		9					
16	Central of New Brunswick	74.66		1	2				
17	Cumberland Railway and Coal Co.	46.00		8					
18	Drummond County	62.81		4					
19	Elgin, Petitscodiac and Havelock	27.50		2					
20	Erie and Huron	76.75		5					
21	Esquimalt and Nanaimo	78.00		5					
22	Fredericton and St. Mary's Railway and Bridge Co.	2.10							
23	Grand Trunk	844.25							
	Great Western	561.80							
	Brantford, Norfolk and Port Burwell	34.78							
	Buffalo and Lake Huron	162.00							
	G. T., Georgian Bay and Lake Erie	172.75							
	London Huron and Bruce	69.01							
	Waterloo Junction	10.25							
	Wellington, Grey and Bruce	168.13							
	Northern	172.10							
	North Simcoe	33.34							
	Hamilton and North-western	173.90							
	Northern and Pacific Junction	111.37							
	Midland	182.72	3,168.50	722		*5		6	
	Grand Junction	85.40							

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.
		Miles.	Miles.						
	<i>Grand Trunk—Continued.</i>								
	Toronto and Nipissing.....	85·00							
	Lake Simcoe Junction.....	26·50							
	Victoria.....	53·25							
	Whitby, Port Perry and Lindsay.....	46·50							
	Cobourg, Blairton and Marmora.....	18·00							
	Jacques Cartier Union.....	6·50							
	Montreal and Champlain Junction.....	61·75							
	Beauharnois Junction.....	19·50							
	South Norfolk.....	17·00							
	Toronto Belt Line.....	12·70							
24	Great Eastern.....	13·00	15·00	1	3				
25	Great Northern.....	18·00			1				
26	Great North-west Central.....	50·93			2				
27	Hereford.....	53·00							
28	Irondale, Bancroft and Ottawa.....	15·00	5·00	1					
29	Joggins, now Canada Coals and Railway Co.....	12·00		2					
30	Kent Northern.....	34·00		2	1				
31	Kingston and Pembroke.....	112·75		9					
32	L'Assomption.....	3·00		1					
33	Lake Erie and Detroit River.....	88·05		7					
34	Lake Temiscamingue Colonization.....	15·50		2					
35	Lotbinière and Megantic.....		11·00	1					
36	Lower Laurentian.....	39·50		2					
37	London and Port Stanley.....	23·84							
38	Manitoba and North-western.....	234·50							
	Saskatchewan and Western.....	15·47							
39	Manitoba and South-eastern.....	249·97	8·00	4	5				
40	Massawippi Valley.....	34·00							
41	Montfort Colonization.....		10·00						
42	Montreal and Sorel.....	44·67		1					
43	Montreal and Vermont Junction.....	23·60							
44	Montreal, Portland and Boston.....	40·60							
45	New Brunswick and Prince Edward Island.....	36·00		3					
46	New Glasgow Iron, Coal and Railway Co.....	12·50		2					
47	Niagara Falls Park and River (electric railway).....	11·85		1					
48	Northern Pacific and Manitoba.....	264·50		9					
49	Nosbonsing and Nipissing.....	5·50		1					
50	Nova Scotia Central.....	74·00		5					
51	Orford Mountain.....	26·50			2				
52	Ottawa and Gatineau Valley.....	40·00	14·00	2					
53	Ottawa, Arnprior and Parry Sound.....	35·00							
54	Ottawa Valley.....	7·00			1				
55	Parry Sound Colonization.....	30·00		3					
56	Pontiac and Renfrew.....	4·25		1					
57	Pontiac Pacific Junction.....	61·00	10·00	4					
58	Port Arthur, Duluth and Western.....	85·50		4					
59	Qu'Appelle, Long Lake and Saskatchewan.....	254·00							
60	Quebec and Lake St. John.....	242·00		14			4		
61	Quebec Central.....	153·50		12					
62	Quebec, Montmorency and Charlevoix.....	21·00		4					
63	Salisbury and Harvey.....	50·00							
	Harvey Branch.....	3·00		2					
64	Shore Line.....	82·50		5					
65	Stanstead, Shefford and Chambly.....	43·00		6					
66	St. Catharines and Niagara Central.....	12·35		2					
67	St. Clair Tunnel, yard and approaches.....	2·23		4					

Rolling Stock, for the Year ended 30th June, 1893—Continued.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.		Number.	Remarks.
Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.		
	2							6				24	
	1				1							25	
	2		2		2		12		12			26	
1		1						14				27	Operated by Maine Central Ry.
1		1		1								28	Not in operation.
1				1		1		4				29	
5		5		5		22		164				30	
1												31	
5		6		3		22		195				32	
5		2				1		17				33	
												34	
1				1				30				35	Not in operation.
												36	
3	2	3		3	1	59	112	42	20			37	Rolling stock furnished by Grand Trunk and Canada Southern Railways.
												38	
												39	
												40	Rolling stock furnished by lessees Passumpsic Ry.
1												41	Not in operation.
												42	
												43	Rolling stock furnished by Central Vermont.
1		1				2		33				44	do do
*1						2		10		+27		45	
*40												46	*Combined 1st and 2nd class and baggage. +Ore cars.
4		5		3		143	150	179				47	*Electric motor and trail cars.
								35				48	
3		2		2		13		49				49	
1	1			1		2		2				50	
1		7		1		6		28				51	Not in operation.
												52	
2	1						1		5			53	do
												54	
2				2				29				55	do
												56	
2		1		2		5		50				57	
2		4		2		10		85				58	
												59	Rolling stock furnished by Can. Pac. Ry
6		9		9		57		213				60	
8		11		10		153		225				61	
4		18				5		23				62	
2				2		8		20				63	
5				3		7		61				64	
4		2										65	Operated by Central Vermont.
2	1			1				5	4			66	
												67	

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of En- gines.		Number of Sleep- ing Cars.		Number of Palace or Drawing Room Cars.	
		Com- pleted.	Under Con- struc- tion.	Ow- ned.	Hired.	Ow- ned.	Hired.	Ow- ned.	Hired.
		Miles.	Miles.						
68	St. John Bridge and Railway Extension Co.	1 75							
69	St. John Valley and Rivière du Loup		6 00						
70	St. Lawrence and Adirondack	20 31							
71	South-eastern 140 10	201 50		30					2
	Lake Champlain and St. Lawrence Junction 61 40 }								
72	Stewiacke Valley and Lansdowne		10 00						
73	Temiscouata	113 00		5					
74	Thousand Islands	4 08		1					
75	Tobique Valley	28 00							
76	Toronto, Hamilton and Buffalo	17 00		2					
77	United Counties	20 00		1					
78	Windsor and Annapolis 87 50								
	Cornwallis Valley 14 00	133 50		14				2	
	Windsor Branch 32 00 }								
79	Winnipeg and Hudson Bay	40 00							
80	Wood Mountain and Qu'Appelle		17 00						
81	Yarmouth and Annapolis, formerly Western Counties.	87 00		8					
	Total	15,319 90	150 10	1937	17	142	4	13	2

Rolling Stock, for the Year ended 30th June, 1893—Concluded.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.		Number.	Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.		
9	15	8	...	6	4	61	371	248	100	50	...	68	Operated by Can. Pac. Ry.
...	69	Not in operation.
...	70	Operated by equipment of Central Vermont and Adirondack and St. Lawrence Rys.
3	...	4	...	2	...	40	...	54	...	...	...	71	Not in operation.
...	...	1	...	...	...	...	...	1	...	...	...	72	do
...	73	do
1	...	1	...	2	...	2	...	6	15	...	...	74	do
...	10	...	...	...	75	do
7	...	8	...	8	...	88	...	137	...	22	...	76	do
...	77	do
...	78	do
...	79	do
4	4	...	16	...	61	...	...	...	80	do
...	81	...
949	28	662	2	601	9	33795	1946	15545	174	3330	125	...	

No. 4.—SUMMARY STATEMENT of the Operations of the year

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
1	Alberta Railway and Coal Co.	174.12		65,365	92,044	157,409
2	Albert Southern	16.00		2,250	4,250	6,500
3	Bay of Quinté Navigation Co. 4.00					
	Kingston, Napanee & Western. 56.45	60.45	53,270		82,932	136,202
4	Brockville, Westport & Sault Ste. Marie. .	45.00	712	992	27,675	29,379
5	Buctouche and Moncton	32.00			20,214	20,214
6	Calgary and Edmonton.....	295.07			54,071	54,071
7	Canada Atlantic.....138.00	159.00	200,074	247,850	21,306	469,230
	Central Counties. 21.00					
8	Canada Eastern	127.00	48,860	14,287	72,866	136,013
9	Canada Southern.....	378.91	1,388,307	2,020,383	163,977	3,572,667
10	Canadian Government Railways—					
	Intercolonial	1,141.00	1,258,980	3,141,812		4,400,792
	Prince Edward Island	210.60	81,830	145,019		226,849
11	Canadian Pacific	3,879.20				
	Leased Lines—					
	Atlantic and North-west... 205.00					
	Ontario and Quebec..... 463.80					
	Credit Valley..... 175.10					
	West Ontario Pacific..... 26.60					
	Toronto, Grey and Bruce... 191.30					
	Guelph Junction	15.00				
	St. Lawrence and Ottawa... 58.40					
	Montreal and Ottawa	23.60				
	Montreal and Western	30.40	5,784.70	5,421,693	7,416,221	997,948
	Montreal and Lake Maskin- ongé..... 13.00					
	New Brunswick..... 175.70					
	New Brunswick & Canada. 117.20					
	St. John and Maine..... 91.80					
	Fredericton	22.10				
	Manitoba & South-western Colonization..... 217.80					
	Columbia and Kootenay... 27.70					
	Shuswap and Okanagan... 51.00					
12	Caraguet	68.00			28,000	28,000
13	Carillon and Grenville.....	13.00	9,000	550		9,550
14	Central Ontario.....	104.00		12,000	95,732	107,732
15	Central of New Brunswick	74.66			50,600	50,600
16	Cumberland Railway and Coal Co.....	46.00			55,945	55,945
17	Drummond County.....	62.81	40,264		41,424	81,688
18	Elgin, Petibodiad and Havelock.....	27.50			16,956	16,956
19	Erie and Huron.....	76.75	48,234	38,032	57,860	144,126
20	Esquimalt and Nanaimo	78.00	122,496			122,496
21	Fredericton & St. Mary's Ry. & Bridge Co.	2.10				
22	Grand Trunk..... 884.25					
	Great Western..... 561.80					
	Brantford, Norfolk and Port Burwell..... 34.78					
	Buffalo and Lake Huron..... 162.00					
	Grand Trunk, Georgian Bay and Lake Erie..... 172.75					
	London, Huron and Bruce..... 69.01					
	Waterloo Junction..... 10.25					
	Wellington, Grey and Bruce... 168.13					
	Northern..... 172.10					
	North Simcoe..... 33.34					
	Hamilton and North-western. 173.90					
	Northern and Pacific Junc. 111.37	3,168.50	5,790,571	9,291,593	2,206,329	17,288,483
	Midland	182.72				
	Grand Junction	85.40				
	Toronto and Nipissing..... 85.00					
	Lake Simcoe Junction	26.50				
	Victoria..... 53.25					
	Whitby, Port Perry & Lindsay 46.50					

and Mileage, for the year ended 30th June, 1893.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passen- ger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
258,873	3,394	118,497		14	1	Running powers on Grand Trunk Ry., Nap- aunee to Deseronto Junc., 5 miles. Running powers on Kingston and Pembroke Ry., Harrowsmith to Kingston, 19 miles.
6,500	757	5,239	19		2	
136,442	58,060	202,832	23	18	3	
29,573	24,901	10,497			4	
20,214	7,591	11,449	17	17	5	
54,071	9,711	16,761			6	
566,481	144,523	561,675	35	15	7	
139,278	38,364	58,922	30	16	8	
4,601,384	633,851	3,027,548	24 to 37	16 to 22	9	
5,323,279	1,292,878	1,388,080	25	15	10	
296,643	132,111	56,718	20	14		
18,606,299	3,335,598	4,266,348	27	15	11	
29,100	7,188	11,833	18	18	12	
10,000	9,100	175	25	20	13	
107,732	54,150	58,854	20	15	14	
50,600	11,472	11,392	17	17	15	
120,077	21,382	451,644	20	20	16	
81,688	21,494	52,094	25	20	17	
16,956	5,492	12,830	16	16	18	
170,461	103,828	106,546	25	18	19	
122,496	30,528	51,092	20	12	20	
	5,679	20,089			21	Trains run by Canada Eastern.
22,902,596	5,705,364	7,351,342	30	18	22	Running powers on Chaudière Branch, I.C. R., 6 miles. Including London and Port Stanley Ry. u to termination of lease, 28th Feb., 1893.

No. 4.—SUMMARY STATEMENT of the Operations

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains	Freight Trains.	Mixed Trains.	Total Train Mileage.
	Grand Trunk—Con.					
	Cobourg, Blairton & Marmora. 18 00					
	Jacques Cartier Union. 6 50					
	Montreal and Champlain Junc. 61 75					
	Beauharnois Junction. 19 50					
	South Norfolk. 17 00					
	Toronto Belt Line. 12 70					
23	St. Clair Tunnel.	2 23				
24	Great Northern.	18 00			5,580	5,580
25	Great North-west Central.	50 93	352	4,700	8,639	13,691
26	Hereford.	53 00	35,516	7,500	42,796	85,812
27	Joggins (now Canada Coals and Ry. Co.).	12 00	1,000	500	12,000	13,500
28	Kent Northern.	34 00			18,366	18,366
29	Kingston and Penbroke.	112 75	95,000		125,000	220,000
30	L'Assomption.	3 00			4,122	4,122
31	Lake Erie and Detroit.	88 05	86,402	3,928	63,104	153,434
32	Lake Temiscamingue Colonization.	15 50				
33	London and Port Stanley.	23 84	18,000	11,000	3,060	32,000
34	Lower Laurentian.	39 50		2,259	24,716	26,975
35	Manitoba and North-western. 234 50	249 97	71,806	38,776	19,338	129,920
	Saskatchewan and Western. 15 40					
36	Massawippi Valley.	34 00	73,862	113,820	14,613	202,295
37	Montreal and Sorel.	44 67			14,580	14,580
38	Montreal, Portland and Boston.	40 60	34,076	18,403	9,938	62,417
39	Montreal and Vermont Junction.	23 60	76,602	105,492	1,473	183,567
40	New Brunswick & Prince Edward Island.	36 00	4,419	3,538	22,608	30,565
41	New Glasgow Iron, Coal and Ry. Co.	12 50			15,700	15,700
42	Northern Pacific and Manitoba.	264 50	113,320	101,537	25,637	240,494
43	Nosbonsing and Nipissing.	5 50		7,800		7,800
44	Nova Scotia Central.	74 00			56,234	56,234
45	Ottawa and Gatineau Valley.	40 00			25,780	25,780
46	Ottawa Valley.	7 00			7,280	7,280
47	Pontiac and Renfrew.	4 25				
48	Pontiac Pacific Junction.	61 00		4,784	36,934	41,718
49	Port Arthur, Duluth and Western.	85 50			19,678	19,678
50	Qu'Appelle, Long Lake & Saskatchewan.	254 00			46,877	46,877
51	Quebec and Lake St. John.	242 00	90,100		99,067	189,167
52	Quebec Central.	153 50	125,943	112,764	23,017	261,724
53	Quebec, Montmorency and Charlevoix.	21 00	47,557	2,277		49,834
54	Salisbury and Harvey, including Harvey Branch.	53 00			29,632	29,632
55	Shore Line.	82 50			60,544	60,544
56	Stanstead, Shefford and Chambly.	43 00	35,804	37,924	18,028	91,756
57	St. Catharines and Niagara Central.	12 35	12,000		6,000	18,000
58	St. John Bridge and Ry. Extension.	1 75				
59	St. Lawrence and Adirondack.	20 31	68,370	16,828	7,298	92,496
60	South-eastern. 140 10	201 50	189,464	228,504	32,406	450,374
	Lake Champlain and St. Lawrence Junction. 61 40					
61	Temiscouata.	113 00	12,680		67,520	80,200
62	Thousand Islands.	4 08	11,963		10,955	22,918
63	Toronto, Hamilton and Buffalo.	17 00			22,168	22,168
64	Windsor and Annapolis. 87 50	133 50	137,062		174,290	311,352
	Cornwallis Valley. 14 00					
	Windsor Branch. 32 00					
65	Yarmouth and Annapolis, formerly Western Counties.	87 00	54,389	2,073	38,795	95,257
	Totals.	15,020 55	15,859,978	23,220,761	5,305,214	44,385,953

of the year and Mileage, &c.—*Concluded.*

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passen- ger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
5,580	2,523	2,566	15	15	23	
15,974	3,591	14,994	20	17	24	
86,800	14,879	78,676	23	12	25	
14,000	9,566	63,162	12	12	26	
18,366	4,110	12,457	18	27	27	
60,000	45,295	87,864	25	18	28	
4,122	5,632	989	15	15	29	
220,932	75,317	133,267	35	25	30	
	4,960	2,779			31	
33,000	21,000	219,000	25	15	32	
26,975	9,887	18,770	20	20	33	Approximate for the 4 months ended 30th June, 1893; operations of previous 8 months included in Grand Trunk.
156,618	26,825	71,936	27	15	34	
202,295	78,402	156,676	25	12	35	Running power on Grand Trunk, Lennoxville to Sherbrooke, 3 miles.
14,580	8,306	6,257	25	20	36	
62,417	57,582	29,365	23	12	37	
183,567	120,402	744,858	30	12	38	
33,020	16,256	18,796	20	18	39	
37,500	10,600	121,576	15	15	40	
292,808	47,420	132,206	25	13	41	
9,300		82,670		25	42	
56,899	42,375	14,638	20	20	43	
26,980	34,298	15,075	30		44	
7,280	6,160	467	20	20	45	
		5,451		12	46	
46,290	17,919	21,434	30	20	47	
20,103	4,232	39,286	15	15	48	
46,877	5,062	11,873			49	
243,678	98,425	133,458	22	12	50	
279,152	117,801	158,873	25	15	51	Running powers on I.C.R., Harlaka Junc. to Lévis, 5 miles.
51,167	219,698	6,545	20	20	52	
35,300	10,462	26,328	18	18	53	
62,209	18,484	11,470	24	24	54	
91,756	130,142	754,969	23	12	55	
18,000	30,886	54,295	25	20	56	
	140,296	150,042			57	Operated by Can. Pac. Ry.
92,755	28,670	17,916	30	15	58	
631,671	195,263	518,685	28	18	59	
81,550	18,455	25,107	20	17	60	
22,918	20,283	19,002	15	15	61	
22,168	26,436	17,926	20	20	62	
311,352	160,051	120,156	22	14	63	Running powers on Intercolonial, Windsor Junction to Halifax, 14 miles.
1,372	915	293			64	*Operations by Cornwallis Valley Co., 1st to 26th July, 1892.
109,308	71,755	29,059	27	20	65	
57,587,382	13,618,027	22,003,569				

No. 5.—SUMMARY STATEMENT of description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Number.
			Barrels.	Tons.	Bushels.	Tons.	
1	Alberta Railway and Coal Co.	174·12	5,350	535	27,000	472	141
2	Albert Southern.	16·00	40	4	100	1	71
3	Bay of Quinté Navigation Co. 4·00						
	Kingston, Napanee and West- ern. 56·45	60·45	35,180	3,518	205,236	5,644	2,170
4	Brockville, Westport and Sault Ste. Marie	45·00	12,910	1,291	67,009	1,922	6,000
5	Buctouche and Moncton.	32·00					
6	Calgary and Edmonton.	295·07	15,662	1,566	31,325	556	6,748
7	Canada Atlantic. 138·00						
	Central Counties. 21·00	159·00		7,222		33,543	
8	Canada Eastern.	127·00	57,573	5,757	76,134	1,322	541
9	Canada Southern.	378·91		149,122		382,610	
10	Canadian Government Rys.— Intercolonial.	1,141·00	856,913	85,691	1,514,619	31,934	93,369
	Prince Edward Island.	210·60	22,853	2,285	375,747	6,535	10,250
11	Canadian Pacific. 3,879·20						
	<i>Leased Lines—</i>						
	Atlantic and North-west. 205·00						
	Ontario and Quebec. 463·80						
	Credit Valley. 175·10						
	West Ontario Pacific. 26·60						
	Toronto, Grey and Bruce. 191·30						
	Guelph Junction. 15·00						
	St. Lawrence and Ottawa. 58·40						
	Montreal and Ottawa. 23·60						
	Montreal and Western. 30·40	5,784·70	2,639,779	263,978	26,157,022	659,434	392,945
	Montreal and Lake Mas- kinongé. 13·00						
	New Brunswick. 175·70						
	New Brunswick & Canada. 117·20						
	St. John and Maine. 91·80						
	Fredericton. 22·10						
	Manitoba South-western Colonization. 217·80						
	Columbia and Kootenay. 27·70						
	Shuswap and Okanagan. 51·00						
12	Caraguet.	68·00	5,500	550	5,000	88	60
13	Carillon and Grenville.	13·00					
14	Central Ontario.	104·00	7,968	781	290,520	7,263	1,820
15	Central of New Brunswick.	74·66					
16	Cumberland Railway and Coal Co.	46·00	14,519	1,451	16,000	267	42
17	Drummond County.	62·81		145			
18	Elgin, Petitoodiac and Havelock.	27·50	6,950	695	6,585	112	747
19	Erie and Huron.	76·75	191,772	19,064	380,371	10,673	8,269
20	Esquimalt and Nanaimo.	78·00	3,695	370	17,077	470	4,241
21	Fredericton and St. Mary's Railway and Bridge Co.	2·10					
22	Grand Trunk. 884·25						
	Great Western. 561·80						
	Brantford, Norfolk and Port Burwell. 34·78						
	Buffalo and Lake Huron. 162·00						
	Grand Trunk, Georgian Bay and Lake Erie. 172·75						
	London, Huron and Bruce. 69·01						
	Waterloo Junction. 10·25						
	Wellington, Grey and Bruce. 168·13						
	Northern. 172·10						
	North Simcoe. 33·34						
	Hamilton and North-western. 173·90	3,168·50	5,084,000	508,460	44,950,000	1,123,759	2,035,180
	Northern and Pacific Junction. 111·37						
	Midland. 182·72						

Freight Carried for the Year ended 30th June, 1893.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
92	1,141,877	2,040			1,788	113,570	118,497	1	
13	3,285,100	4,649	351	450	26	96	5,239	2	
867	63,964,666	95,947	24,484	36,727	35,487	24,642	202,832	3	
1,026	422,535	679			4,441	1,138	10,497	4	
		4,420		3,380		3,649	11,449	5	
3,097	3,363,497	3,954	7	10	4,852	2,726	16,761	6	
3,502		277,045		75,900	2,671	161,792	561,675	7	
206	15,948,550	21,251	3,024	4,536	9,993	15,857	58,922	8	
167,500		297,527		55,095	477,046	1,498,648	3,027,548	9	
12,757	181,211,013	226,514	5,737	15,039	342,400	673,745	1,388,080	10	*Including tanbark.
1,071	3,422,143	5,358	2,550	*4,950	36,519	in forego- ing.	56,718		
101,140	690,209,867	910,689	151,374	277,267	1,088,507	965,333	4,266,348	11	
30	5,400,000	8,100	700	1,050	500	1,515	11,833	12	
75					25	75	175	13	
911	5,234,000	6,543	9,767	17,093	21,448	4,815	58,854	14	
		7,647				*3,745	11,392	15	*Including 831 tons
20	11,352,000	14,190			4,931	*430,785	451,644	16	*Coal. [of coal.
104	12,216,000	15,260	9,171	15,285	21,300	in forego- ing.	52,094	17	
140	5,817,600	9,696	427	640	674	873	12,830	18	
1,439	27,477,966	35,366	502	822	5,294	33,888	106,546	19	
839	3,476,357	9,584	8,083	10,104	620	29,106	51,092	20	
						20,089	20,089	21	Not classified.
430,287	434,577,500	869,155	231,606	347,359	728,598	3,343,724	7,351,342	22	Including London and Port Stanley Ry. up to ter- mination of lease, 28th Feb., 1893.

No. 5.—SUMMARY STATEMENT of description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Number.	
			Barrels.	Tons.	Bushels.	Tons.		
	Grand Trunk—Con.							
	Grand Junction.....	85 40						
	Toronto and Nipissing.....	85 00						
	Lake Simcoe Junction.....	26 50						
	Victoria.....	53 25						
	Whitby, Port Perry and Lindsay.....	46 50						
	Cobourg, Blairton & Marmora.....	18 00						
	Jacques Cartier Union.....	6 50						
	Montreal and Champlain Junction.....	61 75						
	Beauharnois Junction.....	19 50						
	South Norfolk.....	17 00						
	Toronto Belt Line.....	12 70						
23	St. Clair Tunnel.....	2 23						
24	Great Northern.....	18 00	1,200	120	1,500	30		
25	Great North-west Central.....	50 93		148		10,720	408	
26	Hereford.....	53 00	6,210	621	11,350	229		
27	Joggins, now Canada Coals and Railway Co.....	12 00	1,325	131	4,645	81	23	
28	Kent Northern.....	34 00	7,046	704	2,706	49	36	
29	Kingston and Pembroke.....	112 75	7,050	705	50,000	1,500	150	
30	L'Assomption.....	3 00	997	105				
31	Lake Erie and Detroit River.....	88 05	8,014	866	207,563	5,666	4,121	
32	Lake Temiscamingue Colonization.....	15 50	3,839	384	42,041	716	44	
33	London and Port Stanley.....	23 84						
34	Lower Laurentian.....	39 50	1,568	140		30		
35	Manitoba and North-western.....	234 50						
	Saskatchewan and Western.....	15 47	249 97	35,790	3,579	1,894,845	48,345	6,518
36	Massawippi Valley.....	34 00	6,500	650	249,000	5,355	2,200	
37	Montreal and Sorel.....	44 67						
38	Montreal, Portland and Boston.....	40 60						
39	Montreal and Vermont Junction.....	23 60	4,394,660	439,466	2,482,833	74,485		
40	New Brunswick and Prince Edward Island.....	36 00	18,150	1,815	18,427	313	1,906	
41	New Glasgow Iron, Coal and Railway Co.....	12 50	1,136	112				
42	Northern Pacific and Manitoba.....	264 50	6,730	673	1,746,617	50,601	2,140	
43	Nosbonsing and Nipissing.....	5 50						
44	Nova Scotia Central.....	74 00	1,386	138			58	
45	Ottawa and Gatineau Valley.....	40 00	9,531	953	15,089	387	725	
46	Ottawa Valley.....	7 00						
47	Pontiac and Renfrew.....	4 25						
48	Pontiac Pacific Junction.....	61 00	6,126	613	173,752	3,304	2,381	
49	Port Arthur, Duluth and Western.....	85 50						
50	Qu'Appelle, Long Lake & Saskatchewan.....	254 00	5,686	569	58,004	1,659	2,403	
51	Quebec and Lake St. John.....	242 00	17,242	1,724	20,334	407	1,030	
52	Quebec Central.....	153 50		9,936		1,354		
53	Quebec, Montmorency and Charlevoix.....	21 00	1,246	135	3,183	66	52	
54	Salisbury and Harvey, including Harvey Branch.....	53 00	1,200	120	1,200	20	500	
55	Shore Line.....	82 50	34,300	3,430	5,980	104	222	
56	Stanstead, Shefford and Chambly.....	43 00	377,490	37,749	4,529,833	135,895		
57	St. Catharines and Niagara Central.....	12 35	4,130	413	3,090	94	58	
58	St. John Bridge and Railway Extension.....	1 75						
59	St. Lawrence and Adirondack.....	20 31	380	38	7,056	196	72	
60	South-eastern.....	140 10						
	Lake Champlain and St. Lawrence Junction.....	61 40	201 50	245,113	24,512	2,662,128	64,027	13,693
61	Temiscouata.....	113 00	19,290	1,929	21,300	426	404	

of Freight Carried, &c.—Continued.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
								23	
		24,000	36	850	1,530	840	2,556	24	
136			1,203		24	1,751	1,012	14,994	25
415		19,361,265	29,041	4,108	7,133	494	40,743	78,676	26
8		129,000	193			204	*62,485	63,102	27
17			1,617		1,770	5,500	2,800	12,457	28
75		22,040,000	33,060	11,887	21,945	30,477	102	87,864	29
		291,000	436			138		989	30
3,216			41,145	4,902	8,088	7,873	66,413	133,267	31
23		385,543	292	6	11	546	807	2,779	32
							219,000	219,000	33
20		6,590,000	6,590	7,530	7,530	370	4,090	18,770	34
2,958		3,067,000	4,152	1,163	1,700	8,184	3,018	71,936	35
1,325		20,000,000	39,575			715	*109,056	156,676	36
							6,257	*6,257	37
							*29,365	29,365	38
148,972		24,828,666	37,243				*44,692	744,858	39
114		6,666,400	10,032	1,002	1,503	1,043	3,976	18,796	40
			* 983			1,984	*118,497	121,576	41
803		3,030,666	4,546	28,945	36,181	3,461	35,941	132,206	42
							*82,670	82,670	43
34		7,745,000	11,560	1,657	2,906			14,638	44
120		1,006,460	1,521	568	1,030	5,684	5,380	15,075	45
							467	467	46
							*5,451	5,451	47
433		972,073	1,520	3,424	5,098	2,218	8,248	21,434	48
			29,156		930	803	8,397	39,286	49
832		1,423,064	1,795	2,764	4,146	1,808	1,064	11,873	50
129		40,944,000	51,660	26,920	48,456	8,595	22,496	133,458	51
2,041			81,093		3,071	3,682	*57,696	158,873	52
34		824,263	1,212	334	372	1,381	3,345	6,545	53
75		6,500,000	9,750	3,000	6,000	120	10,243	26,328	54
74		268,540	4,630	158	310	1,775	1,147	11,470	55
203,842		20,132,666	30,199				*347,284	754,969	56
28		325,000	3,153	35	66	7,916	42,625	54,295	57
							150,042	150,042	58
36		8,446,212	12,682	276	138	831	*3,995	17,916	59
3,075		77,928,374	102,431	12,689	22,431	123,188	179,021	518,685	60
202		4,095,500	6,142	5,746	10,563	865	4,980	25,107	61

*Including coal.

Approximate for 4 months ended 30th June, 1893; previous 8 months included in Grand Trunk.

*Including 66,210 tons of ore and copper matte.

*Not classified.
*Consisting of 24,960 tons of hay and 4,405 tons of other agricultural products.

*Including 14,898 tons of hay.

*Iron ore, limestone, coal and pig iron.

*Saw-logs and lumber.

Not classified.

*Iron ore.

*Including coal, lime, asbestos, pulp-wood, &c.

*Including 30,198 tons of hay.

Not classified.

*Including 1,236 tons of hay.

No. 5.—SUMMARY STATEMENT of description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live
			Barrels.	Tons.	Bushels.	Tons.	
62	Thousand Islands.....	4.08	2,520	252	5,200	156	900
63	Toronto, Hamilton and Buffalo.....	17.00	669	67	76,535	2,266	128
64	Windsor and Annapolis..... 87.50	133.50	58,236	5,810			
	Cornwallis Valley..... 14.00						
	Windsor Branch..... 32.00						
65	Yarmouth and Annapolis, formerly Western Counties.....	87.00	16,451	1,645	3,985	85	536
	Total.....	15,020.55		1,592,737		2,675,171	

of Freight Carried, &c.—*Concluded.*

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
360	1,919,000	2,878	.....	.....	12,664	2,692	19,002	62	
60	773,376	1,318	1,213	1,535	3,376	9,304	17,926	63	
2,444	26,899,476	13,449	1,123	2,348	21,145	*74,960 293	120,156 +293	64	*Including hay, pota- toes and minerals.
172	12,058,000	15,539	1,515	2,290	7,891	1,437	29,059	65	+ By operation of Cornwallis Co., 1st to 26th July, 1892.
1,097,180	.....	3,417,446	.....	1,064,812	3,053,802	9,102,451	22,003,599		

No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.
			\$ cts.	\$ cts.	\$ cts.
1	Alberta Railway and Coal Co	174 12	10,602 56	161,832 04	3,559 51
2	Albert Southern	16 00	306 00	2,291 16	.....
3	Bay of Quinté Ry. and Navigation Co. 4 00 Kingston, Napanee and Western... 56 45	60 45	22,196 42	108,276 15	7,880 32
4	Brockville, Westport and Sault St. Marie	45 00	11,140 88	13,087 22	234 67
5	Buctouche and Moncton	32 00	3,183 44	7,731 25	.....
6	Calgary and Edmonton	295 07	35,733 21	59,225 20	2,711 30
7	Canada Atlantic	138 00	.....	.....	.....
	Central Counties	21 00	159 00	117,029 17	378,003 23
8	Canada Eastern	127 00	26,981 99	55,968 17	3,835 31
9	Canada Southern	378 91	1,361,070 83	3,347,123 47	181,849 31
10	Canadian Government Railways— Intercolonial	1,141 00	1,002,912 74	1,868,823 84	193,762 51
	Prince Edward Island	210 60	67,445 41	76,347 51	18,497 50
11	Canadian Pacific	3,879 20	.....	.....	.....
	<i>Leased lines—</i>				
	Atlantic and North-west	205 00	.....	.....	.....
	Ontario and Quebec	463 80	.....	.....	.....
	Credit Valley	175 10	.....	.....	.....
	West Ontario Pacific	26 60	.....	.....	.....
	Toronto, Grey and Bruce	191 30	.....	.....	.....
	Guelph Junction	15 00	.....	.....	.....
	St. Lawrence and Ottawa	58 40	.....	.....	.....
	Montreal and Ottawa	23 60	5,784 70	5,548,649 85	12,866,293 63
	Montreal and Western	30 40	.....	.....	776,090 84
	Montreal and Lake Maskinongé	13 00	.....	.....	.....
	New Brunswick	175 70	.....	.....	.....
	New Brunswick and Canada	117 20	.....	.....	.....
	St. John and Maine	91 80	.....	.....	.....
	Fredericton	22 10	.....	.....	.....
	Manitoba & South-western Col'n.	217 80	.....	.....	.....
	Columbia and Kootenay	27 70	.....	.....	.....
	Shuswap and Okanagan	51 00	.....	.....	.....
12	Caraquet	68 00	5,210 36	12,913 30	1,946 00
13	Carillon and Grenville	13 00	2,030 80	148 04	.....
14	Central Ontario	104 00	27,996 60	49,861 08	7,643 22
15	Central of New Brunswick	74 66	6,975 17	6,274 82	.....
16	Cumberland Ry. and Coal Co.	46 00	8,640 64	15,509 70	2,021 86
17	Drummond County	62 81	12,640 03	45,626 02	429 51
18	Elgin, Petitoodiac and Havelock	27 50	1,622 25	6,352 86	676 08
19	Erie and Huron	76 75	46,917 73	61,112 55	5,850 70
20	Esquimalt and Nanaimo	78 00	62,504 60	66,030 31	2,929 68
21	Fredericton and St. Mary's Ry. and Bridge Co.	2 10	567 90	2,443 38	.....
22	Grand Trunk	884 25	.....	.....	.....
	Great Western	561 80	.....	.....	.....
	Brantford, Norfolk and Pt. Burwell	34 78	.....	.....	.....
	Buffalo and Lake Huron	162 00	.....	.....	.....
	Grand Trunk, Georgian Bay and Lake Erie	172 75	.....	.....	.....
	London, Huron and Bruce	69 01	.....	.....	.....
	Waterloo Junction	10 25	.....	.....	.....
	Wellington, Grey and Bruce	168 13	.....	.....	.....
	Northern	172 10	.....	.....	.....
	North Simcoe	33 34	.....	.....	.....
	Hamilton and North-western	173 90	3,168 50	5,538,544 96	11,550,823 52
	Northern and Pacific Junction	111 37	.....	.....	775,683 30
	Midland	182 72	.....	.....	.....
	Grand Junction	85 40	.....	.....	.....
	Toronto and Nipissing	85 00	.....	.....	.....
	Lake Simcoe Junction	26 50	.....	.....	.....
	Victoria	53 25	.....	.....	.....
	Whitby, Port Perry and Lindsay	46 50	.....	.....	.....
	Cobourg, Blairton and Marmora	18 00	.....	.....	.....

for the year ended 30th June, 1893.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p.c.	cents.		
.....	175,994 11	36,294 05	126	111 80	1	
228 79	2,825 95	—363 98	88	43 47	2	
2,836 12	141,189 01	44,361 47	146	103 66	3	
.....	24,462 77	3,638 12	117	83 23	4	
298 58	11,213 27	—1,139 31	91	55 47	5	
.....	97,669 71	41,998 23	175	180 63	6	
44,917 88	571,371 82	201,322 05	154	121 76	7	
1,398 44	88,183 91	24,495 56	134	64 83	8	
6,592 33	4,896,635 94	1,191,398 92	132	137 06	9	
.....	3,065,499 09	20,181 59	100	69 66	10	
400 00	162,690 42	—63,731 75	72	71 72		
1,604,270 34	20,795,304 66	8,129,717 54	164	150 30	11	
.....	20,069 66	—2,025 52	91	71 67	12	
.....	2,178 84	—1,443 26	60	22 81	13	
2,700 59	88,201 49	9,015 73	111	81 87	14	
315 03	13,565 02	—11,292 92	55	26 81	15	
*91,189 20	117,361 40	57,048 58	194	209 69	16	*Freight on coal from mines.
1,934 28	60,629 84	12,644 30	126	74 22	17	
.....	8,651 19	—2,119 20	80	51 02	18	
.....	113,880 98	34,679 19	144	79 01	19	
8,230 92	139,695 51	—14,491 25	91	114 04	20	
.....	3,011 28	1,611 28	.....	.....	21	
.....	17,865,051 78	5,078,606 81	140	103 34	22	Including London and Port Stanley, up to termination of lease, viz., 28th February, 1893.

No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			\$ cts.		\$ cts.		\$ cts.	
	Grand Trunk—Continued—							
	Jacques Cartier Union 6:50							
	Montreal and Champlain Junction . . . 61:75							
	Beauharnois Junction 19:50							
	South Norfolk 17:00							
	Toronto Belt Line 12:70							
23	St. Clair Tunnel	2:23	42,114	00	154,120	01		
24	Great Northern	18:00	589	47	940	82	25	44
25	Great North-west Central	50:93	4,338	53	19,367	46		
26	Hereford	52:00	9,257	80	33,068	78	1,295	34
27	Joggins (now Canada Coals and Railway Co) . . .	12:00	3,004	63	19,555	63	465	62
28	Kent Northern	34:00	3,224	13	7,526	41	880	26
29	King-ton and Pembroke	112:75	33,959	67	92,545	42	8,568	49
30	L'Assomption	3:00	924	95	335	04	286	39
31	Lake Erie and Detroit River	88:05	32,791	54	69,827	79	2,864	95
32	Lake Temiscamingue Colonization	15:50	10,722	38	21,543	68		
33	London and Port Stanley	23:84	6,000	00	8,000	00	700	00
34	Lower Laurentian	39:50	2,639	41	9,486	63	732	42
35	Manitoba and North-western 234:50							
	Saskatchewan and Western 15:47	249:97	55,690	80	142,513	15	10,731	74
36	Massawippi Valley	34:00	62,741	30	104,556	02	1,971	90
37	Montreal and Sorel	44:67	8,573	29	5,348	69	398	76
38	Montreal, Portland and Boston	40:60	21,293	23	28,148	51	1,699	75
39	Montreal and Vermont Junction	23:60	53,396	55	112,523	12	7,592	66
40	New Brunswick and Prince Edward Island . . .	36:00	5,747	45	10,543	98	1,425	25
41	New Glasgow Iron, Coal and Railway Co.	12:50	2,650	83	14,623	70		
42	North Pacific and Manitoba	264:50	67,218	18	184,068	19	11,034	20
43	Nosbonsing and Nipissing	5:50			20,150	00		
44	Nova Scotia Central	74:00	22,456	79	17,555	34	2,152	48
45	Ottawa and Gatineau Valley	40:00	17,535	40	18,346	73	886	50
46	Ottawa Valley	7:00	1,540	54	425	03		
47	Pontiac and Renfrew	4:25			545	10		
48	Pontiac Pacific Junction	61:00	12,481	41	19,920	50	2,173	56
49	Port Arthur, Duluth and Western	85:50	2,792	40	23,949	96		
50	Qu'Appelle, Long Lake and Saskatchewan . . .	254:00	15,400	53	37,247	78	2,384	98
51	Quebec and Lake St. John	242:00	43,859	21	112,933	56	8,223	30
52	Quebec Central	153:50	117,814	47	173,025	56	9,969	35
53	Quebec, Montmorency and Charlevoix	21:00	41,554	85	5,951	93		
54	Salisbury and Harvey, including Harvey Branch	53:00	5,862	38	13,162	64	2,472	21
55	Shore Line	82:50	13,685	34	14,977	35	2,937	99
56	Stead, Shefford and Chambly	43:00	15,167	47	34,222	38	4,317	99
57	St. Catharines and Niagara Central	12:35	6,345	01	16,844	54	190	77
58	St. John Bridge and Railway Extension	1:75	27,970	13	39,182	12	1,420	50
59	St. Lawrence and Adirondack	20:31	15,669	45	7,693	09	9	07
60	South-eastern 140:10							
	Lake Champlain and St. Lawrence Junction 61:40	201:50	137,134	54	328,954	39	13,319	55
61	Temiscouata	113:00	16,431	42	31,321	46	8,776	58
62	Thousand Islands	4:08	4,125	01	11,675	29	1,796	82
63	Toronto, Hamilton and Buffalo	17:00	6,387	43	9,899	38	181	79
64	Windsor and Annapolis 87:50							
	Cornwallis Valley 14:00	133:50	143,243	62	168,210	91	14,874	86
	Windsor Branch 32:00		256	28	198	06		
65	Yarmouth and Annapolis, formerly Western Counties	87:00	71,803	50	27,894	38	8,034	88
	Totals	15,020:55	15,087,299	91	32,935,028	95	2,151,769	51

for the year ended 30th June, 1893—*Concluded.*

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p.c.	cents.		
	196,234 01	93,794 01	192		23	Tolls on passenger and freight cars and locomotives.
73 18	1,628 91	— 1,668 18	49	29 19	24	{ For six months ended 30th June, 1893. Closed 1st July to 31st Dec., 1892.
527 42	24,233 41	— 8,289 16	74	177 00	25	
	43,621 92	— 15,697 80	74	50 83	26	
102 25	23,128 18	10,917 52	190	171 32	27	
	11,630 80	4,414 80	161	63 32	28	
9,050 33	144,123 91	24,950 28	121	65 51	29	
	1,546 38	— 666 36	70	37 54	30	
1,569 36	107,053 64	36,193 49	151	69 77	31	
	32,266 06	8,175 73	134		32	
2,000 00	16,700 00	1,300 00			33	Approximate for the 4 months ended 30th June, 1893; previous 8 months included in Grand Trunk.
	12,858 46	575 41	105	47 66	34	
10,249 61	219,185 36	28,293 12	115	168 71	35	
3,918 12	173,187 34	43,064 40	133	85 61	36	
	14,320 74	— 11,274 61	56	98 22	37	
185 88	51,327 37	3,384 33	107	82 23	38	
75 00	173,587 33	52,148 82	143	94 56	39	
2 80	17,719 48	2,999 72	120	57 97	40	
4,500 00	21,774 53	12,787 70	242	138 60	41	
1,310 93	263,631 50	— 33,247 54	92	109 62	42	
	20,150 00	1,011 67	105	258 33	43	
682 19	42,846 80	6,874 80	119	76 19	44	
241 73	37,010 36	8,209 93	128	143 56	45	
	1,965 57	— 710 00	73	27 00	46	
	545 10	— 786 18	41		47	
9,127 32	43,702 79	5,055 21	113	104 75	48	
	26,742 36	— 22,035 08	55	135 90	49	
	55,033 29	— 4,633 28	92	117 40	50	
15,846 49	180,862 56	21,018 96	113	95 55	51	
2,484 91	303,294 29	99,283 53	148	115 88	52	
4,637 35	52,144 13	20,917 30	167	104 63	53	
934 32	22,431 55	648 65	103	75 70	54	
	31,600 68	1,266 12	104	52 20	55	
2,608 54	56,316 38	— 2,373 52	96	61 38	56	
341 51	23,721 83	1,157 26	105	131 78	57	
	68,572 75	45,230 19	294		58	
8,550 85	31,922 46	— 13,481 83	70	34 51	59	
17,087 79	496,496 27	48,966 88	111	110 24	60	
in foregoing.	56,529 46	9,412 07	120	70 48	61	
1,885 80	19,483 91	6,355 02	148	85 02	62	
	16,418 60	141 91	101	74 06	63	
4,632 38	330,961 77	113,184 83*	152	106 30	64	*Operations by Cornwallis Valley Co., 1s to 26th July, 1892.
	454 34	— 130 82*				
359 82	108,092 58	29,218 22	137	113 48	65	
1,868,298 38	52,042,396 75	15,426,363 75				

No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.		Working and Repairs of Engines.	
			\$	cts.	\$	cts.
1	Alberta Railway and Coal Co.	174 12	30,971	52	48,139	58
2	Albert Southern	16 00	245	16	2,025	09
3	Baie of Quinté Navigation Co	4 00				
	Kingston, Napanee and Western	56 45	20,569	19	31,914	48
4	Brockville, Westport and Sault Ste. Marie	45 00	6,908	68	6,383	91
5	Buctouche and Moncton	32 00	2,399	60	4,805	67
6	Calgary and Edmonton	295 07	20,637	10	18,357	01
7	Canada Atlantic	138 00				
	Central Counties	21 00	54,318	32	141,016	76
8	Canada Eastern	127 00	19,146	93	24,981	85
9	Canada Southern	378 91	733,961	96	987,965	62
10	Canadian Government Railways—					
	Intercolonial	1,141 00	763,147	96	1,054,488	19
	Prince Edward Island	210 60	96,312	92	59,195	34
11	Canadian Pacific	3,879 20				
	<i>Leased lines—</i>					
	Atlantic and North-west	205 00				
	Ontario and Quebec	463 80				
	Credit Valley	175 10				
	West Ontario Pacific	26 60				
	Toronto, Grey and Bruce	191 30				
	Guelph Junction	15 00				
	St. Lawrence and Ottawa	58 40				
	Montreal and Ottawa	23 60	5,784 70	2,580,851 50	4,168,868 44	
	Montreal and Western	30 40				
	Montreal and Lake Maskinonge	13 00				
	New Brunswick	175 70				
	New Brunswick and Canada	117 20				
	St. John and Maine	91 80				
	Fredericton	22 10				
	Manitoba and South-western Colonization	217 80				
	Columbia and Kootenay	27 70				
	Shuswap and Okanagan	51 00				
12	Caracquet	68 00	7,336	85	6,750	00
13	Carillon and Grenville	13 00	1,105	00	1,482	00
14	Central Ontario	104 00	29,242	07	18,856	72
15	Central of New Brunswick	74 66	8,450	22	4,572	14
16	Cumberland Railway and Coal Co.	46 00	23,986	10	17,686	39
17	Drummond County	62 81	14,685	55	11,988	62
18	Elgin, Petitediac and Havelock	27 50	3,317	43	3,931	43
19	Erie and Huron	76 75	15,612	94	25,993	04
20	Esquimalt and Nanaimo	78 00	60,393	97	33,680	93
21	Fredericton and St. Mary's Railway and Bridge Co.	2 10				
22	Grand Trunk	884 25				
	Great Western	561 80				
	Brantford, Norfolk and Port Burwell	34 78				
	Buffalo and Lake Huron	162 00				
	Grand Trunk, Georgian Bay and Lake Erie	172 75				
	London, Huron and Bruce	69 01				
	Waterloo Junction	10 25				
	Wellington, Grey and Bruce	168 13				
	Northern	172 10				
	North Simcoe	33 34				
	Hamilton and North-western	173 90				
	Northern and Pacific Junction	111 37				
	Midland	182 72	3,168 50	2,306,135 77	4,511,249 11	
	Grand Junction	85 40				
	Toronto and Nipissing	85 00				
	Lake Simcoe Junction	26 50				
	Victoria	53 25				
	Whitby, Port Perry and Lindsay	46 50				
	Cobourg, Blairton and Marmora	18 00				
	Jacques Cartier Union	6 50				
	Montreal and Champlain Junction	61 75				
	Beauharnois Junction	19 50				

Expenses for the year ended 30th June, 1893.

Working and Repairs of Cars.	General Operating Expenses.	Total.	Cost of Operating per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	Cents.		
7,624 12	52,964 84	139,700 06	88·74	1	
188 49	731 19	3,189 93	49·07	2	
10,062 32	34,281 55	96,827 54	71·09	3	
231 16	7,300 90	20,824 65	70·91	4	
391 17	4,756 14	12,352 58	61·11	5	
4,078 13	12,599 24	55,671 48	102·96	6	
32,485 49	142,229 20	370,049 77	78·86	7	
3,787 56	15,772 01	63,688 35	46·82	8	
432,140 57	1,551,148 87	3,706,237 02	103·71	9	
423,685 60	803,995 75	3,045,317 50	69·20	10	
18,455 10	52,458 81	226,422 17	99·81		
855,200 64	5,060,666 54	12,665,587 12	91·54	11	
761 20	7,247 13	22,095 18	78·91	12	
60 00	975 10	3,622 10	37·92	13	
4,406 31	26,280 66	79,185 76	73·50	14	
1,347 69	10,487 89	24,857 94	49·12	15	
4,080 56	14,559 77	60,312 82	107·80	16	
1,068 84	20,242 53	47,985 54	58·74	17	
138 25	3,383 28	10,770 39	63·52	18	
5,910 66	31,685 15	79,201 79	54·96	19	
12,902 43	47,209 43	154,186 76	125·87	20	
.....	1,400 00	1,400 00	.....	21	
1,386,658 09	4,582,402 00	12,786,444 97	73·96	22	Including London and Port Stanley Ry. up to termination of lease, 28th Feb., 1893.

No. 7.—SUMMARY STATEMENT of Operating Expenses

Number.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.		Working and Repairs of Engines.	
			\$	cts.	\$	cts.
	Grand Trunk—Continued.					
	South Norfolk	17 00				
	Toronto Belt Line	12 70				
23	St. Clair Tunnel	2 23	18,215	35	50,298	79
24	Great Northern	18 00	656	75	1,463	67
25	Great North-west Central	50 93	8,996	16	8,923	86
26	Hereford	53 00	21,600	22	24,515	57
27	Joggins, now Canada Coals and Railway Co	12 00	3,726	01	4,216	51
28	Kent Northern	34 00	1,330	25	2,910	00
29	Kingston and Pembroke	112 75	36,591	06	42,088	41
30	L'Assomption	3 00	462	09	992	96
31	Lake Erie and Detroit River	88 06	12,409	26	23,326	93
32	Lake Temiscamingue Colonization	15 50				
33	London and Port Stanley	23 84	3,000	00	6,400	00
34	Lower Laurentian	39 50	5,455	39	3,391	47
35	Manitoba and North-western	234 50				
	Saskatchewan and Western	15 47				
36	Massawippi Valley	34 00	57,581	67	49,833	19
37	Montreal and Sorel	44 67	30,780	15	49,377	21
38	Montreal, Portland and Boston	40 60	883	81	5,688	12
39	Montreal and Vermont Junction	23 60	12,023	23	12,694	94
40	New Brunswick and Prince Edward Island	36 00	9,876	90	51,106	28
41	New Glasgow Iron, Coal and Railway Co	12 50	6,215	84	5,507	84
42	Northern Pacific and Manitoba	264 50	881	35	3,889	66
43	Nosbonsing and Nipissing	5 50	104,036	90	76,943	50
44	Nova Scotia Central	74 00	3,182	50	7,574	25
45	Ottawa and Gatineau Valley	40 00	16,907	20	9,514	63
46	Ottawa Valley	7 00	7,558	74	7,630	48
47	Pontiac and Renfrew	4 25				
48	Pontiac Pacific Junction	61 00	657	20	674	08
49	Port Arthur, Duluth and Western	85 50	18,473	35	9,621	29
50	Qu'Appelle, Long Lake and Saskatchewan	254 00	19,753	46	15,306	01
51	Quebec and Lake St. John	242 00	27,437	19	20,232	22
52	Quebec Central	153 50	44,481	04	59,513	55
53	Quebec, Montmorency and Charlevoix	21 00	54,505	65	54,305	47
54	Salisbury and Harvey, including Harvey Branch	53 00	7,083	94	9,726	24
55	Shore Line	82 50	8,116	15	6,531	99
56	Stanstead, Shefford and Chambly	43 00	9,838	48	8,101	15
57	St. Catharines and Niagara Central	12 35	18,298	77	19,637	58
58	St. John Bridge and Railway Extension	1 75	4,119	81	7,171	84
59	St. Lawrence and Adirondack	20 31	681	84		
60	South-eastern	140 10	9,647	36	18,447	16
	Lake Champlain and St. Lawrence Junction	61 40				
61	Temiscouata	201 50	87,480	21	160,246	05
62	Thousand Islands	113 00	12,311	86	15,418	83
63	Toronto, Hamilton and Buffalo	4 08	1,903	95	5,184	35
64	Windsor and Annapolis	17 00	3,577	36	5,510	50
	Cornwallis Valley	87 50				
	Windsor Branch	14 00				
65	Yarmouth and Annapolis, formerly Western Countries	32 00	92,595	17	52,328	72
			111	00	199	90
		87 00	33,652	28	20,671	49
		15,020 55	7,616,733	64	12,121,469	03

for the year ended 30th June, 1893—*Concluded.*

Working and Repairs of Cars.	General Operating Expenses.	Total.	Cost of Operating per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	Cents.		
In foregoing.	33,925 86	102,440 00	...	23	
.....	1,176 67	3,297 09	59 08	24	For 6 months ended 30th June, 1893.
27 61	14,574 94	32,522 57	237 54	25	
2,175 57	11,028 36	59,319 72	69 12	26	
966 13	3,302 01	12,210 66	90 45	27	
250 00	2,725 75	7,216 00	39 29	28	
7,653 97	32,840 19	119,173 63	54 17	29	
3 25	754 42	2,212 74	53 68	30	
5,775 45	29,348 51	70,860 15	46 18	31	
.....	24,090 33	24,090 33	.....	32	
1,000 00	5,000 00	15,400 00	.....	33	Approximate for the 4 months ended 30th
.....	3,436 19	12,283 05	45 53	34	June, 1893; previous 8 months included
13,285 81	70,191 51	190,892 18	146 93	35	in Grand Trunk.
10,129 96	39,835 62	130,122 94	64 32	36	
.....	19,023 42	25,595 35	175 55	37	
730 93	22,493 94	47,943 04	76 81	38	
662 77	59,792 56	121,438 51	66 15	39	
449 29	2,546 79	14,719 76	48 15	40	
514 45	3,701 37	8,986 83	57 24	41	
16,094 20	89,804 44	296,879 04	119 28	42	
1,270 75	7,110 83	19,138 33	245 36	43	
150 00	9,500 17	35,972 00	63 97	44	
1,212 90	12,398 31	28,800 43	111 71	45	
.....	2,675 57	2,675 57	36 75	46	
.....	.....	1,331 28	.....	47	
2,366 45	8,186 49	38,647 58	92 64	48	
7,830 22	5,887 75	48,777 44	247 87	49	
2,295 21	9,701 95	59,666 57	127 28	50	
10,935 20	44,913 81	159,843 60	84 49	51	
16,242 95	78,956 69	204,010 76	77 95	52	
4,092 18	10,324 47	31,226 83	62 66	53	
1,626 93	5,507 83	21,782 90	73 51	54	
1,134 92	11,260 01	30,334 56	50 10	55	
2,037 06	18,716 49	58,689 90	63 92	56	
617 14	10,655 78	22,564 57	125 36	57	
.....	22,660 72*	23,342 56	.....	58	Including \$21,125, charges of C.P.R. for
625 06	16,684 71	45,404 29	49 08	59	operating traffic.
70,258 82	129,544 31	447,529 39	99 36	60	
2,007 02	17,379 68	47,117 39	58 75	61	
103 22	5,937 37	13,128 89	57 28	62	
125 90	7,062 93	16,276 69	73 42	63	
13,552 05	59,301 00	217,776 94	69 94	64	
5 00	269 26	585 16*	.....	.....	Operation by Cornwallis Valley Railway
6,091 15	18,459 44	78,874 36	82 80	65	Co., 1st to 26th July, 1892.
3,410,363 90	13,467,466 48	36,616,033 00	.....	.....

No. 8.—SUMMARY OF ACCIDENTS

Number.	Name of Railway.	Mileage.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
1	Alberta Railway and Coal Co.	174·12					
2	Albert Southern	16·00	Others			1	
3	Bay of Quinté Railway and Navigation Co. 4·00 }	60·45	{ Passenger				
	Kingston, Napanee and Western	56·45 }	{ Employees		1		
4	Brockville, Westport and Sault Ste. Marie	45·00	Employee				
5	Buctouche and Moncton	32·00					
6	Calgary and Edmonton	295·07					
7	Canada Atlantic	138·00 }	Others				2
	Central Counties	21·00 }					
8	Canada Eastern	127·00					
9	Canada Southern	378·91	{ Passengers				1
			{ Employees	2	1		
			{ Others			1	
10	Canadian Government Railways—		{ Passengers				3
	Intercolonial	1141·00	{ Employees	2	3		10
			{ Others		1	2	1
	Prince Edward Island	210·60	Employees				
11	Canadian Pacific	3879·20					
	<i>Leased Lines—</i>						
	Atlantic and North-west	205·00					
	Ontario and Quebec	463·80					
	Credit Valley	175·10					
	West Ontario Pacific	26·60					
	Toronto, Grey and Bruce	191·30					
	Guelph Junction	15·00					
	St. Lawrence and Ottawa	58·40	{ Passengers	2	7	3	6
	Montreal and Ottawa	23·60	{ Employees	6	22	3	6
	Montreal and Western	30·40	{ Others	2	3	3	6
	Montreal and Lake Maskinongé	13·00					
	New Brunswick	175·70					
	New Brunswick and Canada	117·20					
	St. John and Maine	91·80					
	Fredericton	22·10					
	Manitoba and South-western Colonizat'n	217·80					
	Columbia and Kootenay	27·70					
	Shuswap and Okanagan	51·00					
12	Caraguet	68·00					
13	Carillon and Grenville	13·00					
14	Central Ontario	104·00					
15	Central of New Brunswick	74·66					
16	Cumberland Railway and Coal Co.	46·00					
17	Drummond County	62·81					
18	Elgin, Petitoctiac and Havelock	27·50					
19	Erie and Huron	76·75	{ Employees				
			{ Others				
20	Esquimalt and Nanaimo	78·00					
21	Fredericton and St. Mary's Railway and Bridge Co.	2·10					
22	Grand Trunk	884·25					
	Great Western	561·80					
	Brantford, Norfolk and Port Burwell	34·78					
	Buffalo and Lake Huron	162·00					
	Grand Trunk, Georgian Bay and Lake Erie	172·75					
	London, Huron and Bruce	69·01					
	Waterloo Junction	10·25					
	Wellington, Grey and Bruce	168·13					
	Northern	172·10					
	North Simcoe	33·34					

No. 8.—SUMMARY OF ACCIDENTS for

Number.	Name of Railway.	Mileage.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
	Grand Trunk— <i>Continued.</i>						
	Hamilton and North-western.....	173·90					
	Northern and Pacific Junction.....	111·37					
	Midland.....	182·72	{ Passengers..... Employees..... Others.....	10	30	3	15
	Grand Junction.....	85·40					
	Toronto and Nipissing.....	85·00					
	Lake Simcoe Junction.....	26·50					
	Victoria.....	53·25					
	Whitby, Port Perry and Lindsay.....	46·50					
	Cobourg, Blairton and Marmora.....	18·00					
	Jacques Cartier Union.....	6·50					
	Montreal and Champlain Junction.....	61·75					
	Beauharnois Junction.....	19·50					
	South Norfolk.....	17·00					
	Toronto Belt Line.....	12·70					
23	St. Clair Tunnel.....	2·23					
24	Great Northern.....	18·00					
25	Great North-west Central.....	50·93					
26	Hereford.....	53·00					
27	Joggins, now Canada Coals and Railway Co.....	12·00					
28	Kent Northern.....	34·00					
29	Kingston and Pembroke.....	112·75					
30	L'Assomption.....	3·00					
31	Lake Erie and Detroit River.....	88·05	Employees.....				
32	Lake Temiscamingue Colonization.....	15·50					
33	London and Port Stanley.....	23·84					
34	Lower Laurentian.....	39·50					
35	Manitoba and North-western.....	234·50					
	Saskatchewan and Western.....	15·47					
		249·97					
36	Massawippi Valley.....	34·00	{ Passengers..... Employees.....				1
37	Montreal and Sorel.....	44·67					
38	Montreal, Portland and Boston.....	40·60					
39	Montreal and Vermont Junction.....	23·60	{ Employees..... Others.....				
40	New Brunswick and Prince Edward Island.....	36·00					
41	New Glasgow Iron, Coal and Railway Co.....	12·50					
42	Northern Pacific and Manitoba.....	264·50	Employees.....		1		1
43	Nosbonsing and Nipissing.....	5·50					
44	Nova Scotia Central.....	74·00					
45	Ottawa and Gatineau Valley.....	40·00	Employees.....				
46	Ottawa Valley.....	7·00					
47	Pontiac and Renfrew.....	4·25					
48	Pontiac Pacific Junction.....	61·00					
49	Port Arthur, Duluth and Western.....	85·50					
50	Qu'Appelle, Long Lake and Saskatchewan.....	254·00					
51	Quebec and Lake St. John.....	242·00	Employees.....	1			
52	Quebec Central.....	153·50	{ Passengers..... Others.....			1	
53	Quebec, Montmorency and Charlevoix.....	21·00					
54	Salisbury and Harvey including Harvey Branch.....	53·00					
55	Shore Line.....	82·50					
56	Stanstead, Shefford and Chambly.....	43·00	Employees.....				
57	St. Catharines and Niagara Central.....	12·35					
58	St. John Bridge and Railway Extension.....	1·75					
59	St. Lawrence and Adirondack.....	20·31	Others.....				1
60	South-eastern.....	140·10	{ Passengers..... Employees..... Others.....				1
	Lake Champlain and St. Lawrence Junction.....	61·40			2		3
		201·50					

the year ended 30th June, 1893—Continued.

At work on or near Track making up Trains.		Putting Arms or Heads out of Wind'ws		Coupling Cars.		Collisions, or by Trains thrown from Track.		Walking, standing, lying or being on Track.		Ex-plosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	8	1	4	147	1	1	20	4	12			2		1	4	1	19	22
				1		2	5	34	30					16	13	25	248	
															11	61	65	
																		23
																		24
																		25
																		26
																		27
																		28
																		29
																		30
	1																1	31
																		32
																		33
																		34
																		35
	1																1	36
																		37
																		38
				1				1	1							1	1	39
																		40
														1			3	41
																		42
																		43
																		44
				2													2	45
																		46
																		47
																		48
																		49
																		50
														1		1	1	51
																1	3	52
								3										53
																		54
																		55
				1													1	56
																		57
																		58
						1										1	1	59
																		60
				7		1		3						2	4	20	1	
															1			

No. 8.—SUMMARY OF ACCIDENTS for

Number.	Name of Railway.	Mileage.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
61	Temiscouata.....	113 00	Employees... Others.....				
62	Thousands Islands.....	4 08					
63	Toronto, Hamilton and Buffalo.....	17 00					
64	Windsor and Annapolis.....	87 50					
	Cornwallis Valley.....	14 00					
	Windsor Branch.....	32 00					
65	Yarmouth and Annapolis, formerly Western Counties.	87 00					
		15,020 55		28	81	26	80

the year ended 30th June, 1893—*Concluded.*

At work on or near Track making up Trains.		Putting Arms or Heads out of Wind'ws.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Walking, standing, lying or being on Track.		Ex-plosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
					1				1								1	61
																	1	62
																		63
																		64
																		65
3	14	.....	3	9	277	14	67	99	86	.....	5	.....	2	37	93	216	708	

No. 9.—LINES OF RAILWAY owned by Coal and Iron Mines, for the Year ended 30th June, 1893.

Name.	Length of Rail- way.	Gauge.	No. of Engines.	No. of Waggon.	Remarks.
	Miles.	Feet.			
NOVA SCOTIA.					
Intercolonial Coal Mining Co.	8·00	4·8½	3	168	Drummond Colliery, Westville, N.S.
Acadia Coal Co. at Stellarton	3·00	4·8½	2	20	Known as the Albion Mines Railway.
	3·50	4·8½	2	30	From Acadia Mines to Londonderry Station, I. C. R.
	4·00	4·8½	...	...	Operated by I. C. R. from East Mines to East Mines Station, I. C. R.
Londonderry Iron Co.	3·00	4·8½	1	...	From Chignecto Colliery, Maccan Station, I. C. R.
	2·00	4·8½	...	...	Operated by I. C. R. from Lime Quarry to Graham Siding, I. C. R.
	3·00	3·00	2	40	From West Mines to Acadia Mines (works).
	26·50		10	258	
CAPE BRETON.					
Old Bridgeport	0·50	4·8½	...	...	Coal carried by "International" cars and engines, property of Dominion Coal Co.
General Mining Association— Sydney Mines	4·80	4·8½	3	219	This railroad is used for colliery purposes only.
Victoria Mines	5·00	4·8½	2	125	do do
Sidney and Louisburg Coal & Ry. Co.	32·00	3·00	4	260	{ 10 miles to mines.
Gowrie Coal Mining Co.	1·50	3·6	2	140	{ 22 do Louisburg.
Dominion Coal Co., late International.	13·00	4·8½	5	260	The Dominion Coal Co. have acquired the International Ry., and it is now operated under the name of the Dominion Coal Co.'s Railway; 38 miles under construction.
Caledonia	1·00	4·8½	2	120	
	57·80		18	1,124	

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments, for the year ended 30th June, 1893.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
DOMINION GOVERNMENT.						
Albert (now Salisbury and Harvey)	* 29,665 45		51,200 00			
Albert Southern			620,000 00			
Baie des Chaleurs			21,888 00			
Belleville and North Hastings—Grand Junction			62,400 00			
Beauharnois Junction			52,810 00			
Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo)			192,000 00			
Brockville, Westport and Sault Ste. Marie			102,400 00			
Bucktonche and Moncton			282,355 20			
Canada Atlantic			1,625,250 00			
Canada Central			55,818,414 14			
Canadian Pacific			224,000 00			
Carleton			+ 225,012 54			
Central of New Brunswick			24,439 84			
Chatham Branch (now in Canada Eastern)			112,000 00			
Columbia and Kootenay			44,800 00			
Cornwallis Valley (now in Windsor and Annapolis)			39,850 00			
Cumberland Railway and Coal Company			201,920 00			
Drummond County			15,360 00			
Dominion Lime Company (now in Hereford Ry.			82,652 82			
Elgin, Petitediac and Havelock			96,000 00			
Erie and Huron			750,000 00			
Esquimalt and Nanaimo	300,000 00		30,000 00			
Fredericton and St. Mary's Railway Bridge Company	15,142,633 33					
Grand Trunk						
do Georgian Bay and Lake Erie			48,000 00			
Great Eastern			229,500 00			
Great Northern			137,600 00			
Guelph Junction			46,000 00			
Harvey Branch			5,553 57			
Hereford			155,200 00			
Intercolonial			54,248,850 23			
International (Atlantic and North-west) C.P.R.			156,800 00			
Irondale, Bancroft and Ottawa			160,000 00			
Joggins (now Canada Coals and Railway Co.)			37,500 00			
Kent Northern	+ 58,334 27					

† Rails. * \$14,665 45 rails. † Including \$83,612 54 rails to St. Martin's and Upham Ry.

No. 10.—STATEMENT of Aid Granted to Railways by Governments—Continued.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
DOMINION GOVERNMENT—Continued.						
Kingston, Nanawee and Western.....			268,400 00			
Kingston and Pembroke.....			48,000 00			
L'Assomption.....			11,200 00			
Lake Erie and Detroit River.....			342,400 00			
Lake Temiscamingue Colonization.....			240,200 00			
Leamington and St. Clair (now in Canada Southern).....			51,200 00			
Lotbiniere and Megantic.....			48,000 00			
Lower Laurentian.....			217,900 00			
Massawippi Valley.....			80,000 00			
Montfort Colonization.....			67,200 00			
Montreal and Lake Maskinongé.....			41,280 00			
Montreal and Champlain Junction.....			103,600 00			
Montreal and Ottawa.....			192,000 00			
Montreal and Sorel.....			112,000 00			
Montreal and Western.....			361,270 00			
Montreal and Prince Edward Island.....			113,440 00			
New Brunswick Iron and Coal Co.....			40,000 00			
Northern and Western of New Brunswick (now Canada Eastern).....			312,000 00			
Northern and Pacific Junction.....			1,320,000 00			
Nova Scotia Central.....			230,700 00			
Ontario and Quebec.....			196,000 00			
Orford Mountain.....			98,200 00			
Ottawa, Arnprior and Parry Sound.....			430,400 00			
Ottawa and Gatineau Valley.....			320,000 00			
Ottawa Valley.....			22,400 00			
Parry Sound Colonization.....			128,000 00			
Pontiac Pacific Junction.....			337,100 00			
Pontiac and Renfrew.....			13,600 00			
Port Arthur, Duluth and Western.....			271,200 00			
Prince Edward Island.....			8,750,585 38			
Quebec and Lake St. John.....			1,003,495 00			
Quebec Central.....			948,342 00			
Quebec, Montmorency and Charlevoix.....			96,000 00			
Quebec, Montreal, Ottawa and Occidental, North Shore, Montreal to Quebec.....			4864,000 00			
do do do.....			1,500,000 00			
do do do.....			11,440,000 00			
do do do.....						

+ Dominion Government pays to Quebec Government 5 per cent interest per annum on these two amounts.

St. Catharines and Niagara Central.....	146,400 00		
St. Louis and Richibucto.....	22,400 00		
St. John Bridge and Railway extension.....	188,800 00		
St. John Valley and Rivière du Loup.....	65,001 60		
St. Lawrence and Adirondack.....	375,000 00		
St. Clair Tunnel Company.....	163,200 00		
Shuswap and Okanagan.....	64,400 00		
South Norfolk.....	236,800 00		
Stewiacke Valley and Lansdowne.....	670,800 00		
Temiscouata.....	54,400 00		
Thousand Islands.....	134,400 00		
Tobique Valley.....	14,656 00		
Toronto, Grey and Bruce.....	102,400 00		
United Counties.....	32,800 00		
Waterloo Junction.....	60,000 00		
West Ontario Pacific.....	500,000 00		
Western Counties (now Yarmouth and Annapolis).....	1,188,369 00		
Windsor and Annapolis.....		16,030,633 05	134,924,375 32
ONTARIO GOVERNMENT.			
Brantford, Norfolk, Norfolk and Port Burwell, in Grand Trunk.....			
Canada Atlantic.....	128,354 50		
Canada Central.....	270,000 00		
Canada Southern.....	1,479,000 00		
Central Ontario.....	147,858 65		
Cobourg, Blairton and Marmora.....	126,500 00		
Credit Valley.....	18,740 00	26,000 00	
Erie and Huron.....	531,000 00		
Grand Junction.....	83,000 00		
Grand Trunk, Georgian Bay and Lake Erie.....	182,500 00		
Hamilton and North-western.....	336,000 00		
Irondale, Bancroft and Ottawa.....	565,020 00		
Kingston and Pembroke.....	75,000 00		
Kingston, Napanee and Western.....	456,493 00		
London, Huron and Bruce.....	90,000 00		
Midland.....	178,630 00		
Montreal and Ottawa.....	168,850 00		
Northern.....	100,000 00		
Ottawa, Armurior and Parry Sound.....	196,188 00		
Parry Sound Colonization.....	180,000 00		
Port Arthur, Duluth and Western.....	148,500 00		
Toronto and Nipissing.....	255,571 00		
Lake Simcoe Junction.....	106,212 00		
Toronto, Grey and Bruce.....	53,000 00		
Victoria.....	375,282 00		
Wellington, Grey and Bruce.....	312,000 00		
Whitby, Port Perry and Lindsay.....	241,276 00		
	94,957 59	26,000 00	6,889,432 74

No. 10.—STATEMENT of Aid granted to Railways by Government—Continued.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
QUEBEC GOVERNMENT.						
Baie des Chaleurs.....			1,080,000 00			
Beauharnois Junction.....			179,073 00			
Canada Atlantic.....			200,000 00			
Great Eastern.....			158,000 00			
Great Northern.....			115,500 00			
Drummond County.....			549,000 00			
Herford.....			108,000 00			
International (now Atlantic and North-west, C. P. R.).....			391,122 02			
Lake Champlain and St. Lawrence Junction.....			250,280 00			
Lake Temiscamungue Colonization Railway Company.....			250,000 00			
L'Assomption.....			7,350 00			
Lotbinière and Mégantic.....			87,500 00			
Lower Laurentian.....			168,000 00			
Misissquoi Valley (now Atlantic and North-west—C. P. R.).....			228,000 00			
Montfort Colonization.....			73,500 00			
Montreal and Champlain Junction.....			150,000 00			
Montreal and Ottawa.....			247,500 00			
Montreal, Portland and Boston.....			231,122 00			
Montreal and Sorel.....			112,500 00			
Montreal and Western.....			472,500 00			
Montreal and Lake Maskinonge.....			87,750 00			
Orford Mountain.....			99,800 85			
Ottawa and Gatineau Valley.....			550,300 00			
Ottawa Valley.....			24,500 00			
Pontiac Pacific Junction.....			600,000 00			
Pontiac and Renfrew.....			17,433 60			
Quebec and Lake St. John.....			2,748,000 00			
Quebec Central.....			1,055,648 14			
Quebec, Montreal, Ottawa and Occidental, including North Shore.....	8,722,956 00		727,000 00			
Quebec, Montmorency and Charlevoix.....			192,000 00			
South-Eastern.....			444,000 00			
St. Lawrence and Adirondack.....			65,216 00			
Temiscouata.....			241,500 00			
United Counties.....			210,000 00			
Waterloo and Megog (now Atlantic and North-west—C. P. R.).....		8,722,956 00	92,000 00	12,187,405 61		

NEW BRUNSWICK GOVERNMENT.							
Albert (now Salisbury and Harvey)	.....			455,000 00			
Albert Southern.	.....			52,500 00			
Buctouche and Moncton	.....			96,000 00			
Caraquet.	.....			180,000 00			
Central of New Brunswick	.....			180,000 00			
Chatham Branch (now part of Canada Eastern)	.....			56,000 00			
Fredericton.	.....			280,000 00			
Grand Southern (now Shore Line).	.....			413,000 00			
Harvey Branch	.....			9,000 00			
Kent Northern.	.....			135,000 00			
New Brunswick	.....			76,000 00			
New Brunswick and Canada	.....			575,000 00			
New Brunswick and Prince Edward Island.	.....			105,000 00			
Northern and Western (now Canada Eastern).	.....			321,500 00			
Elgin, Petitcodiac and Havelock	.....			107,500 00			
St. Martin's and Upham (now Central of New Brunswick).	.....			145,600 00			
St. John Bridge and Railway Extension.	.....			5,181 81			
St. John and Maine.	.....			880,000 00			
St. John Valley and Rivière du Loup	.....			195,000 00			
St. Louis and Richibucto.	.....			21,000 00			
Temiscouata	.....			66,000 00			
Tobique Valley	.....			70,000 00			
					4,333,281 81		300,000 00
NOVA SCOTIA GOVERNMENT.							
Cornwallis Valley (now in Windsor and Annapolis)	.....			44,800 00			
Halifax and Cape Breton Ry. and Coal Co. (Eastern Extension in I.C.R.).	.....			671,836 02			
Joggins (now Canada Coals and Railway Co.)	.....			35,200 00			
New Glasgow Iron, Coal and Railway Co.	.....			40,000 00			
Nova Scotia Central	.....			432,261 08			
Springhill and Parrsboro' (Cumberland Railway and Coal Co.)	.....			173,650 00			
Stewiacke Valley and Lansdowne.	.....			236,800 00			
Western Counties (now Yarmouth and Annapolis).	.....	50,000 00		679,197 45			
			50,000 00		2,313,744 55		
MANITOBA GOVERNMENT.							
Canadian Pacific.	.....			235,102 50			
Manitoba and North-western.	.....	650,294 27					
Manitoba South-western Colonization	.....	900,000 00					
Northern Pacific and Manitoba	.....			533,300 00			
Saskatchewan and Western	.....	49,640 00					
Winnipeg and Hudson Bay	.....	256,000 00					
			1,855,934 27		718,402 50		
BRITISH COLUMBIA GOVERNMENT.							
Canadian Pacific.	.....			37,500 00			
					37,500 00		
Total aid from Government.							
			21,685,523 32		161,433,832 53		300,000 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities, 30th June, 1893.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscrip- tions to Shares or bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO.							
Deeronto	Bay of Quinté and Navigation Co.			25,000 00	5,000 00		25,000 00
City of Brantford	Brantford, Waterloo & Lake Erie,			9,000 00			
Township of Oakland	(now Toronto, Hamilton & Buffalo)			5,000 00			
Village of Waterford	do						
Town of Brockville	Brockville, Westport and Sault Ste.				39,000 00		
Elizabethtown	Marie			38,000 00			
Rear of Yonge and Escott	do			7,000 00			
Rear of Leeds and Lansdowne	do			15,000 00			
Bestard and Burgess	do			5,000 00			
South Crosby	do			28,000 00			
Village of Newboro'	do			6,000 00			
North Crosby	do			4,000 00			
Various Municipalities	Buffalo and Lake Huron			15,000 00	116,000 00		
Renfrew	Canada Central, now Can. Pacific.			986,000 00	986,000 00	30,000 00	
Horton	do					7,500 00	
Admaston	do					5,000 00	
County of Elgin	Canada Southern						42,500 00
Township of Townsend	do			200,000 00			
do Durham	do			30,000 00			
do Anderton	do			15,000 00			
Town of St. Thomas	do			15,000 00			
Township of Malden	do			25,000 00			
Town of Amherstburg	do			15,000 00			
South Norwich	do			15,000 00			
				7,500 00			
Sault Ste. Marie	Canadian Pacific				322,500 00		
Northumberland and Durham	Cobourg, Blairton and Marmora			113,500 00	20,000 00		
West Hawkesbury	Central Counties			15,000 00	113,500 00		
Vankleek Hill	do			1,200 00			
Dalkeith	do			800 00			
					17,000 00		

Trenton Village.....	Central Ontario.....	10,000 00	93,500 00
Wellington Village.....	do.....	2,500 00	
Town of Picton.....	do.....	21,000 00	
County of Prince Edward.....	do.....	60,000 00	
do Oxford.....	Credit Valley.....	200,000 00	1,085,000 00
do Wellington.....	do.....	135,000 00	
do Waterloo.....	do.....	110,000 00	
do Peel.....	do.....	75,000 00	
do Halton.....	do.....	70,000 00	
City of Toronto.....	do.....	350,000 00	
do St. Thomas.....	do.....	50,000 00	
Town of Milton.....	do.....	30,000 00	
do Brampton.....	do.....	20,000 00	
do Ingersoll.....	do.....	10,000 00	
do Orangeville.....	do.....	15,000 00	
Village of Streetville.....	do.....	20,000 00	
County of Kent.....	Erie and Huron.....	155,000 00	257,500 00
Town of Chatham.....	do.....	30,000 00	
do Dresden.....	do.....	20,500 00	
do Blenheim.....	do.....	11,000 00	
Village of Wallaceburg.....	do.....	11,000 00	
Township of Sombra.....	do.....	14,000 00	
do Sarnia.....	do.....	16,000 00	
do Woodhouse.....	Grand Trunk, Georgian Bay and Lake Erie.....	15,000 00	
Town of Simcoe.....	do.....	10,000 00	
Township of South Norwich.....	do.....	10,000 00	
do North.....	do.....	40,000 00	
Town of Woodstock.....	do.....	25,000 00	
Township of East Oxford.....	do.....	25,000 00	
do Woodstock.....	do.....	60,000 00	
Town of Woodstock.....	do.....	120,000 00	
County of Perth.....	do.....	40,000 00	
Township of Stratford.....	do.....	15,000 00	
do Elms.....	do.....	10,000 00	
Town of Listowel.....	do.....	30,000 00	
Township of Wallace.....	do.....	25,000 00	
Town of Palmerston.....	do.....	20,000 00	
Township of Minto.....	do.....	80,000 00	
Town of Harriston.....	do.....	65,000 00	
Township of Normanby.....	do.....	20,000 00	
do Bentinck.....	do.....	45,000 00	
do Brant.....	do.....		
do Elderslie.....	do.....		

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Share or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Arran	Grand Trunk, Georgian Bay and Lake Erie.....			45,000 00			
do Amabel	do			43,000 00			
do Keppel	do			32,000 00			
do Albemarle	do			10,000 00			
Town of Mount Forest	do			23,000 00			
Township of Egrement	do			60,000 00			
Township of Glenelg	do			20,000 00			
Town of Durham	do			32,000 00	923,000 00		
City of Belleville	Grand Junction			150,000 00			
Village of Sterling	do			5,000 00			
Township of Rawdon	do			15,000 00			
do Seymour	do			35,000 00			
do Percy	do			8,000 00		50,000 00	50,000 00
do Asphodel	do						
City of Guelph	Guelph Junction				213,000 00	193,000 00	193,000 00
County of Frontenac	Kingston and Pembroke			170,000 00			
City of Kingston	do			318,000 00			
Village of Renfrew	do			3,000 00			
City of Hamilton	Hamilton and North-western			99,733 00	491,000 00		
Village of Georgetown	do			11,289 00			
County of Peel	do			30,974 00			
do Simcoe	do			354,007 00			
Town of Collingwood	do			12,084 00			
Township of Innisfil	do			22,592 00			
do Woodhouse	do			20,740 00			
do Adjala	do			2,500 00			
do Essa	do			2,500 00			
do Toronto	do			10,000 00			
do Mulmur	do			5,000 00			
Village of Alliston	do			8,000 00			
Township of Nottawasaga	do			20,386 00	591,403 00		

do	South Colchester.....	Lake Erie and Detroit River.....	20,000 00
do	Garfield.....	do do	15,000 00
Village of	Kingsville.....	do do	10,000 00
Township of	Romney.....	do do	10,000 00
do	East Tilbury.....	do do	5,000 00
do	Raleigh.....	do do	10,000 00
Village of	Blenheim.....	do do	5,000 00
do	Ridgetown.....	do do	12,500 00
			87,500 00
Township of	East Gwillimbury.....	Lake Simcoe Junction.....	45,000 00
do	North do	do do	20,000 00
do	Georgina.....	do do	20,000 00
do	Whitechurch.....	do do	15,000 00
			100,000 00
Village of	Leamington.....	Leamington and St. Clair, in Can- ada Southern.....	12,000 00
Township of	Morven.....	do do	15,000 00
Village of	Comber.....	do do	6,000 00
			33,000 00
Township of	London.....	London, Huron and Bruce.....	15,000 00
do	Stephen.....	do do	17,500 00
do	Osborne.....	do do	25,000 00
do	Hay.....	do do	15,000 00
do	Goderich.....	do do	15,000 00
do	E. Wawanosh.....	do do	25,000 00
do	Hallet.....	do do	25,000 00
do	Tuckersmith.....	do do	10,000 00
do	Turnberry.....	do do	5,000 00
do	Morris.....	do do	10,000 00
do	Stanley.....	do do	10,000 00
Village of	Clinton.....	do do	20,000 00
do	Exeter.....	do do	10,000 00
do	Kincardine and Wigan.....	do do	9,000 00
City of	London.....	do do	100,000 00
			311,500 00
Township of	Thornah.....	Midland.....	50,000 00
Town of	Port Hope.....	do do	30,000 00
Townships of	Orillia and Matchedash.....	do do	12,500 00
Town of	Orillia.....	do do	12,500 00
Township of	Tay.....	do do	21,370 85
Village of	Omeness.....	do do	2,000 00
Township of	Mara.....	do do	12,500 00
Town of	Peterborough.....	do do	4,000 00
			144,870 85
do	Napanee.....	*Napanee, Tamworth and Quebec.....	30,000 00
Village of	Newburgh.....	do do	7,500 00

* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Share or Bonds.	Total.
ONTARIO—Continued.							
Township of Arran	Grand Trunk, Georgian Bay and Lake Erie.....	\$ cts.			\$ cts.	\$ cts.	\$ cts.
do Amabel	do			45,000 00			
do Keppel	do			43,000 00			
do Albemarle	do			32,000 00			
Town of Mount Forest	do			10,000 00			
Township of Egremont	do			22,000 00			
Township of Glenelg	do			60,000 00			
Town of Durham	do			20,000 00			
	do			32,000 00	928,000 00		
City of Belleville	Grand Junction			150,000 00			
Village of Sterling	do			5,000 00			
Township of Rawdon	do			15,000 00			
do Seymour	do			35,000 00			
do Percy	do			8,000 00		50,000 00	50,000 00
do Asphodel	do					193,000 00	193,000 00
City of Guelph	Guelph Junction.....				213,000 00		
County of Frontenac	Kingston and Pembroke			170,000 00			
City of Kingston	do			318,000 00			
Village of Renfrew	do			3,000 00			
City of Hamilton	Hamilton and North-western			99,733 00	491,000 00		
Village of Georgetown	do			11,289 00			
County of Peel	do			30,374 00			
do Simcoe	do			364,007 00			
Town of Collingwood	do			12,084 00			
Township of Leniseil	do			22,592 00			
do Woodhouse	do			20,740 00			
do Adjala	do			2,500 00			
do Essa	do			2,500 00			
do Toronto.	do			10,000 00			
do Mulmur.	do			5,000 00			
Village of Alliston	do			8,000 00			
Township of Nottawasaga	do			20,386 00	590,805 00		

do	South Colchester.....	Lake Erie and Detroit River.	.....	20,000 00	
do	Garfield.....	do	do	15,000 00	
Village of	Kingsville.....	do	do	10,000 00	
Township of	Romney.....	do	do	10,000 00	
do	East Tilbury.....	do	do	5,000 00	
do	Raleigh.....	do	do	10,000 00	
Village of	Blenheim.....	do	do	5,000 00	
do	Ridgetown.....	do	do	12,500 00	87,500 00
Township of	East (William).....	Lake Simcoe Junction	.....	45,000 00	
do	North do	do	do	20,000 00	
do	Georgina.....	do	do	20,000 00	
do	Whitechurch.....	do	do	15,000 00	100,000 00
Village of	Leamington.....	Leamington and St. Clair, in Can-	.....	12,000 00	
Township of	Morven.....	ada Southern.	do	15,000 00	
Village of	Comber.....	do	do	6,000 00	33,000 00
Township of	London.....	London, Huron and Bruce.	.....	15,000 00	
do	Stephen.....	do	do	17,500 00	
do	Osborne.....	do	do	25,000 00	
do	Hay.....	do	do	15,000 00	
do	Goderich.....	do	do	15,000 00	
do	E. Wawanosh.....	do	do	25,000 00	
do	Hallet.....	do	do	25,000 00	
do	Tuckersmith.....	do	do	10,000 00	
do	Turnberry.....	do	do	5,000 00	
do	Morris.....	do	do	10,000 00	
do	Stanley.....	do	do	20,000 00	
Village of	Clinton.....	do	do	10,000 00	
do	Exeter.....	do	do	9,000 00	
do	Kincardine and Wigan.....	do	do	100,000 00	311,500 00
City of	London.....	do	do	50,000 00	
Township of	Thorah.....	Midland	.....	30,000 00	
Town of	Port Hope.....	do	do	12,500 00	
Townships of	Orillia and Matchedash.....	do	do	12,500 00	
Town of	Orillia.....	do	do	21,370 85	
Township of	Tay.....	do	do	2,000 00	
Village of	Omenace.....	do	do	12,500 00	
Township of	Mara.....	do	do	4,000 00	144,870 85
Town of	Peterborough.....	do	do	30,000 00	
do	Napanee.....	*Napanee, Tamworth and Quebec.	.....	7,500 00	
Village of	Newburgh.....	do	do		

* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Camden	Napanee, Tanworth and Quebec			30,000 00			
do Sheffield	do			15,000 00			
City of Kingston	do			75,000 00	157,500 00		
do Toronto	Northern			100,000 00		190,000 00	
County of Simcoe	do					200,000 00	
Town of Barrie	do			30,000 00			
do Orillia	do			12,500 00			
Townships of Collingwood, Euphrasia and St. Vincent	do			93,480 00	241,980 00		390,000 00
Town of Smith's Falls	Ontario and Quebec			25,000 00			
do Merrickville	do			10,000 00			
Township of West Wickham	do			15,000 00			
do Thamesford	do			2,500 00			
City of Ottawa	Ottawa, Arnprior and Parry Sound						
Town of Arnprior	do			25,000 00			
do Port Arthur	do			15,000 00			
Municipality of Neebing	do						30,000 00
Town of Simcoe	South Norfolk			5,000 00	40,000 00		
Township of Charlotteville	do			20,000 00			
do South Walsingham	do			40,000 00			
City of St. Catharines	St. Catharines and Niagara Central	80,000 00	80,000 00			80,000 00	
Town of Thorold	do					20,000 00	
City of Ottawa	St. Lawrence and Ottawa	200,000 00				60,000 00	100,000 00
Town of Prescott	do	100,000 00	300,000 00			30,000 00	
do Gananoque	Thousand Islands						
City of Toronto	Toronto and Nipissing			150,000 00	10,000 00		
Township of Scarboro'	do			10,000 00			
do Markham	do			30,000 00			90,000 00

do	Uxbridge.....	do	do	50,000 00	
do	Scott.....	do	do	10,000 00	
do	Brook.....	do	do	50,000 00	
do	Eldon.....	do	do	44,000 00	
do	Berley.....	do	do	16,000 00	
do	Somerville.....	do	do	16,000 00	
Townships of Luxton, Digby and					
Langford.....		do	do	12,500 00	
Town of Uxbridge.....		do	do	2,000 00	388,500 00
Albion.....	Toronto, Grey and Bruce				
Caledon.....	do	do	do	40,000 00	
Mono.....	do	do	do	45,000 00	
Amaranth.....	do	do	do	45,000 00	
Arthur.....	do	do	do	30,000 00	
Orangeville.....	do	do	do	36,000 00	
Mount Forest.....	do	do	do	16,000 00	
Toronto.....	do	do	do	20,000 00	
County of Grey (Group).....	do	do	do	350,000 00	
Owen Sound.....	do	do	do	300,000 00	
Minto.....	do	do	do	5,000 00	
Howick.....	do	do	do	15,000 00	
Gorrie and Wroxeter.....	do	do	do	35,000 00	
Teeswater.....	do	do	do	5,000 00	
Culross.....	do	do	do	5,000 00	
Turnbury.....	do	do	do	38,000 00	
				5,000 00	988,000 00
Town of Lindsay.....	Victoria			85,000 00	
Village of Fenelon Falls.....	do			25,000 00	
Township of Verulam and Somerville.....	do			22,000 00	
County of Haliburton.....	do			54,000 00	186,000 00
Township of Woolwich.....	Waterloo Junction.			28,000 00	
do Peel.....	do			7,000 00	
Village of Elmira.....	do			10,000 00	
do St. Jacobs.....	do			2,000 00	47,000 00
Fergus.....	Wellington, Grey and Bruce				
Peel.....	do	do	do	10,000 00	
Elora.....	do	do	do	40,000 00	
Maryboro'.....	do	do	do	10,000 00	
Nichol.....	do	do	do	40,000 00	
Wallace.....	do	do	do	10,000 00	
Minto.....	do	do	do	35,000 00	
Bruce.....	do	do	do	65,000 00	
Howick.....	do	do	do	278,000 00	
Listowell.....	do	do	do	20,000 00	
Grey.....	do	do	do	15,000 00	
				35,000 00	

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Concluded.							
Elms.....	Whitby, Port Perry and Lindsay			30,000 00			
Morris.....	do			30,000 00			
W. Wawanosh.....	do			18,000 00			
Ashfield.....	do			10,000 00			
Turnbury.....	do			28,000 00			
Kincardine.....	do			8,000 00			
London.....	West Ontario Pacific				682,000 00		
Town of Whitby.....	Whitby, Port Perry and Lindsay.			70,000 00	25,000 00		
Township of Whitby.....	do			15,000 00			
do Reach.....	do			30,000 00			
do Scugog.....	do			2,000 00			
County of Victoria.....	do			85,000 00			
Village of Port Perry.....	do			20,000 00			
Manufacturing Co.....	do			94 93			
			380,000 00		222,094 93		920,500 00
QUEBEC.							
Caplin.....	Baie des Chaleurs			5,000 00			
New Richmond.....	do			6,000 00			
Marie.....	do			6,000 00			
Carleton.....	do			6,000 00			
Nouvelle and Shoolbred.....	do			6,000 00			
New Carlisle.....	do			6,000 00			
Paspébiac.....	do			8,000 00			
Hamilton.....	do			2,500 00			
					40,500 00		
Farnham.....	Canadian Pacific				20,000 00		
Town of Nicolet.....	Drummond County			10,000 00			
Municipality of St. Leonard.....	do			6,000 00			
Parish of St. Antoine.....	Great Eastern			10,000 00	15,000 00		
do St. Denis.....	do			10,000 00	20,000 00		

